



Coed-Ely Solar Farm Transport Statement

For Rhondda Cynon Taf County Borough
Council

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1. Introduction

1.1 Overview

- 1.1.1 Hydrock has prepared a transport statement (TS) in support of a proposed solar farm at Coed-Ely, Porth in Wales on behalf of Rhondda Cynon Taf County Borough Council (RCTCBC) .
- 1.1.2 The planning application seeks permission for the construction of a solar farm consisting of ground-mounted solar panel photovoltaic solar arrays, substations, access, internal access track, security fencing, gates and CCTV together landscaping and other ancillary infrastructure, for a temporary period of 40 years.
- 1.1.3 This TS provides an assessment which sets out details of the proposed internal layout and access arrangements and reviews the transport impacts of the proposed development during the construction phase. It serves to demonstrate that the proposed development is acceptable in terms of transportation, highway safety and access, and that it is compliant with relevant national and local planning policies.
- 1.1.4 Once construction is complete, the site will generate minimal traffic movements for testing, inspections and maintenance. This would equate to one visit a week.

1.2 Scope of transport statement

- 1.2.1 This TS has been compiled to reflect supplementary planning guidance adopted by the local planning authority (RCTCBC) and based on our previous experience of other similar sites. In addition to this TS a construction traffic management plan (CTMP) has been prepared.
- 1.2.2 As a broad overview the TS is structured in the following manner:
 - » Description of the location of the site as well as a review of the existing conditions of the surrounding local highway network and highway safety
 - » Development proposals, including implementation programme and site design principles
 - » Details of the temporary traffic generated by the site during the construction phase; and access
 - » Summary and Conclusions.

2. Site location and existing conditions

2.1 Site location and description

- 2.1.1 The proposed development site is located at the former coal tip site on land located on the edge of the village of Coed-Ely and Tonyrefail; the site is situated approximately 1km to the southwest of Coed-Ely village, 2km south of Tonyrefail and 9.3km to the northeast of Bridgend. The site is situated within the county borough of Rhondda Cynon Taf in the south-east of Wales.
- 2.1.2 The development site is bounded by agricultural fields to the north, south, east and west, with the A4119 located approximately 500m to the east of the site.
- 2.1.3 The location of the site in its local context is shown in Figure 2.1.

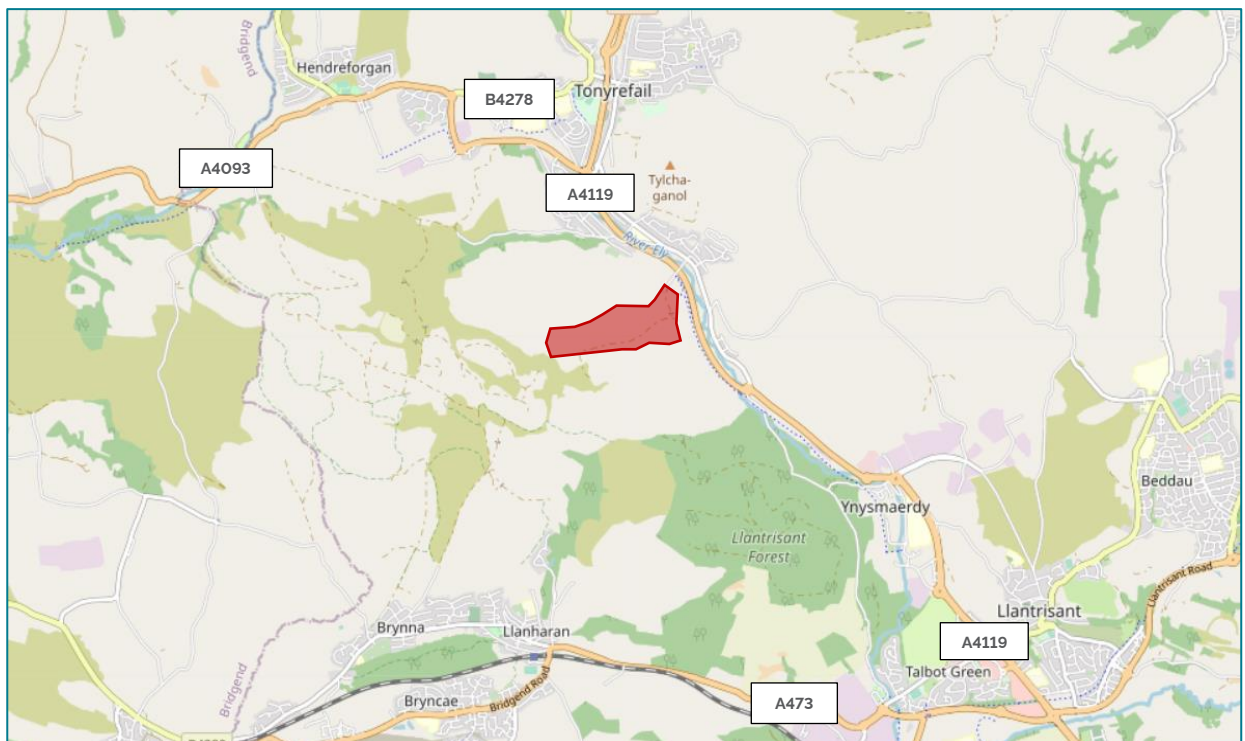


Figure 2.1: Proposed site location

2.2 Local highway network

Unnamed access road

- 2.2.1 The unnamed access road is a newly built two-way single carriageway measuring c.7.3m in width. The carriageway is located to the west of the A4119 and runs in a north-south alignment to the east of the site.
- 2.2.2 It forms a junction with an unnamed farm access road at its northern extent, although bollards are in place and access is permitted for emergency vehicles only.
- 2.2.3 It forms an arm of the A4119/Ely Valley Road/A4119 Ely Valley Road/unnamed access road 4-arm roundabout junction at its southern extent.
- 2.2.4 The carriageway currently provides access to a distillery warehouse located south of the site and will act as the proposed route for vehicles entering the site.

A4119

- 2.2.5 The A4119 provides a link between Tonypany and Cardiff and runs in a north-south alignment providing access between the unnamed access road the wider road network.
- 2.2.6 The carriageway is subject to national speed limit (60mph) and forms a junction with the M4 approximately 7.9km (as the crow flies) to the southeast of the site.

2.3 Strategic Road Network

- 2.3.1 A summary of the nearest Strategic Road Network (SRN) junctions to the Site are set out below at Table 2.1:

Table 2.1: Summary of SRN junctions in vicinity of development Site

Junction Ref:	Description:	Distance (km):	Alignment / Journey:
M4 Junction 34	The A4199 forms a junction with the M4 via a grade separated roundabout.	7.4km (as the crow flies) 8km (driving distance)	East-west

2.4 Accessibility by non-car modes

Pedestrian infrastructure

- 2.4.1 There are multiple PRoW routes within the vicinity of the development and intersecting the site. The routes provide access to areas such as Thomastown and Tonyrefail in the north and Ynysmaredy Llanharan in the south.

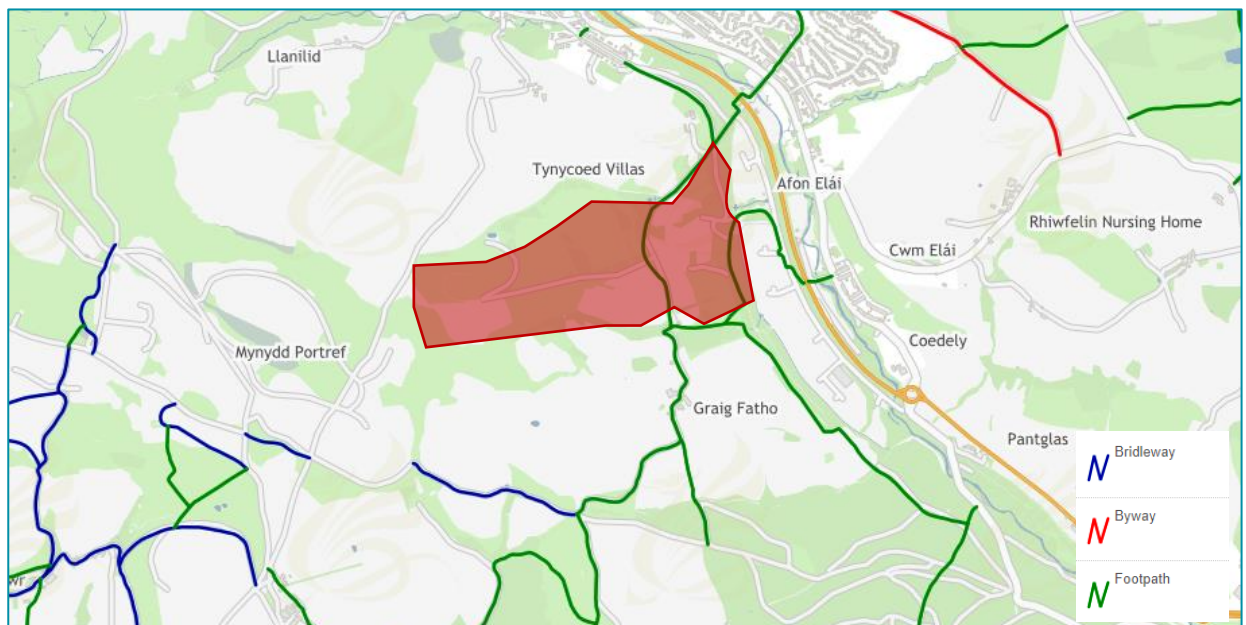


Figure 2.2: PRoW within the vicinity of the site

- 2.4.2 The PRoW routes shown in Figure 2.2 connect to the existing pedestrian infrastructure along Heol Isaf/Nant Melyn Terrace, providing pedestrian connections into the village.

- 2.4.3 In addition, the access road adjacent to the A4119 benefits from footways which connects to a rural lane at its northern extent, routing to Nant Melyn Terrace in the village of Tonyrefail.
- 2.4.4 The site is located in a rural location and limited pedestrian infrastructure is not unusual for the rural locations. Furthermore, this is acceptable as given the use of the proposed development, it will not generate pedestrian movements.

Cycle infrastructure

- 2.4.5 There are multiple cycle routes within the vicinity of the site. The closest route to the site is a local cycleway which can be accessed 170m north of the site via an unnamed carriageway which runs adjacent to the A4119. The local cycle route connects the site to neighbouring towns of Ynysmaerdy and Talbot Green.
- 2.4.6 The national cycle route (NCN) route 4 (EV1) can be accessed by following the designated pedestrian footpath 800m north west of the site and connects the site to areas such as Blackmill, Tonyrefail and Pontypridd.

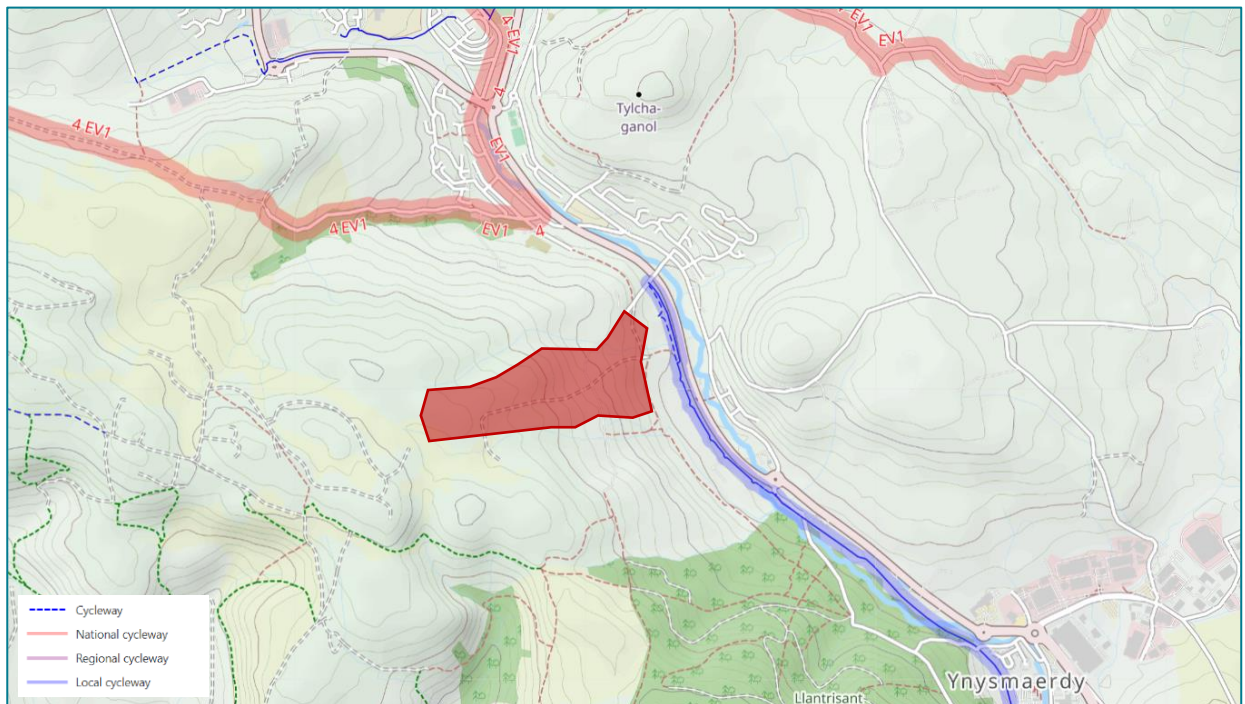


Figure 2.3: Cycle network within the vicinity of the site

Public transport

- 2.4.7 The closest bus stops are Coed-Ely Con Club which are located approximately 340m north of the site; this equates to approximately a 4–5-minute walk via the unnamed access road which connects to a rural lane at its northern extent connecting to Nant Melyn Terrace. The bus stop benefits from a shelter, flagpoles and timetables which services routes 122 and 124.
- 2.4.8 The 124 route runs between Maerdy, Porth and Cardiff with services every 30 minutes and the 122 route between Tonypany, Talbot Green and Cardiff with hourly services
- 2.4.9 Bus timetables are included at Appendix A .

2.5 Personal Injury Accident data

- 2.5.1 Personal Injury Accident (PIA) data has been obtained from Crashmap which uses recorded road safety data published annually by the Department for Transport (DfT).
- 2.5.2 The most recent five-year dataset has been reviewed, covering between January 1st 2017 and 31st December 2021 inclusive with the study area shown in Figure 2.4.
- 2.5.3 The purpose of examining PIA data is to ascertain if there are elements of the highway examined that may be causal factors in PIA events. It is unlikely that a single incident at a particular location will be of sufficient evidential value to implicate highway design or condition as a causal factor, unless the particular highway issues is in some way extreme, so particular attention is paid to accident clusters. Notwithstanding the foregoing, weather conditions can also affect the level of highway risk but mitigating hazardous weather conditions is not usually achieved through alterations to the highway.



Figure 2.4: PIA search area and road safety records

- 2.5.4 Within the five-year period, there was one recorded slight incident, located within the study area. The incident involved one vehicle and one casualty and was located on the A4119 near the roundabout junction; the incident involved a vehicle proceeding along the carriageway which then collided with a road sign or traffic signal located off the carriageway.
- 2.5.5 Although all accidents are regrettable, it is clear from the analysis that there is no evidence to suggest that there is an existing highway deficiency at the existing 4-arm roundabout junction between Ely Valley Road, the A4119 or along the unnamed access road. Therefore, the road safety record is not considered to be a material concern in the context of the proposed development.
- 2.5.6 Road safety data can be found at Appendix B.

3. Development proposal

3.1 Overview

- 3.1.1 The development proposal is for the construction, operation and management of Coed-Ely Solar Farm, comprising ground-mounted solar PV panels together with associated works, equipment and necessary infrastructure. The proposed site layout is attached as Appendix C.
- 3.1.2 The primary goal of the proposals is decarbonisation of the electricity network, delivering carbon reductions of over 5500 tonnes during its lifetime. Part of the green energy would be connected directly into the National Grid (approximately 5MW) with the remaining being provided to a local public facility (The Royal Glamorgan Hospital) via private wire connection. The development would have a lifespan of 40 years after which all equipment would be removed from site.

3.2 Access arrangements

- 3.2.1 A planning application (planning ref: 17/0493/10) for a single wind turbine of maximum 126m to blade tip, along with associated infrastructure including a crane pad, access track and electrical housing was granted approval in March 2018, with its access leading from the unnamed access road to the proposed solar farm site.
- 3.2.2 In October 2018, a planning application (planning ref: 18/1161/10) was submitted for a proposed new section of track and upgrades to an existing track to accommodate the delivery of the single wind turbine positioned on land at Graig Fatha Farm (planning ref: 17/0493/10), and was granted permission on 20th December 2018.
- 3.2.3 A location plan showing the full extents of these tracks is shown in Figure 3.1 and Figure 3.2.

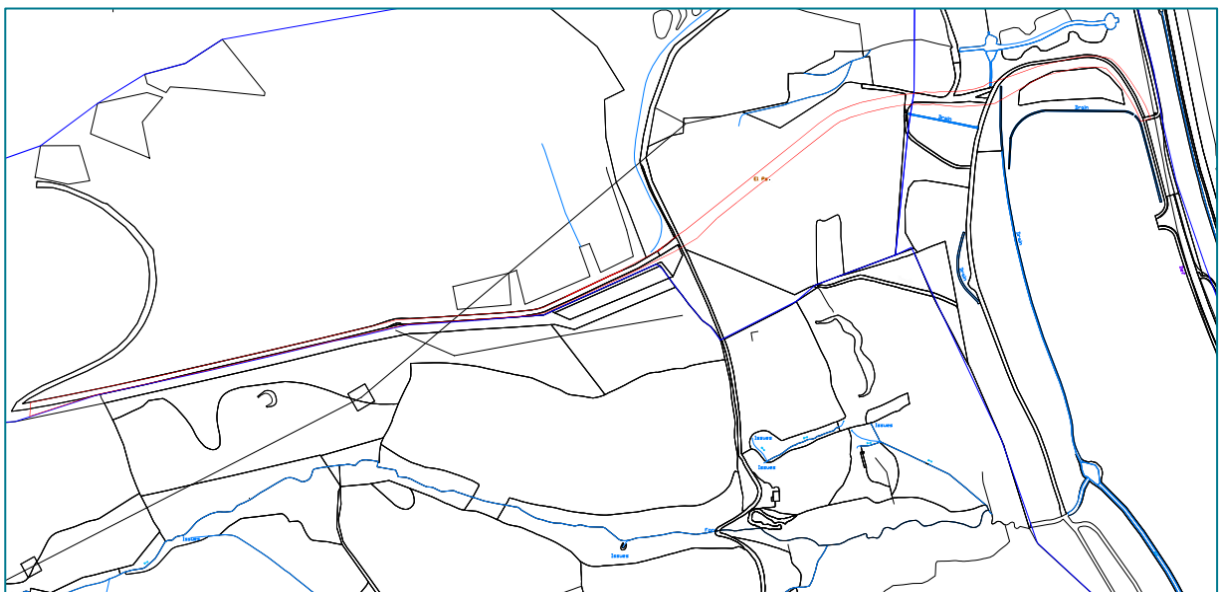


Figure 3.1: Extent of approved new section of tracks and upgrades



Figure 3.2: Approved plan of new and upgraded tracks

- 3.2.4 It is understood that the new access track and required upgrades is complete as part of planning application 18/1161/10.
- 3.2.5 The unnamed access road is shown as the 'Existing Access' on Figure 3.2, and connects to the A4119/Ely Valley Road roundabout junction and will provide access to the proposed solar farm site. The carriageway has been built to accommodate large vehicles, suitable for turbine and solar delivery, with a width of c.7.3m. It currently serves an alcohol distillery warehouse.
- 3.2.6 Access to the proposed solar farm will be via the agreed route facilitating access to the approved Graig Fatha Wind Turbine; therefore, the proposed access has been approved by RCTCBC and infrastructure has been provided as part of planning application 18/1161/10. This is suitable to accommodate the construction traffic and future maintenance of the site.
- 3.2.7 The laydown area will accommodate HGV movements and act as a temporary storage facility, allowing for the lay-down of construction equipment and other supplies. Smaller vehicles will then transport this equipment directly to the site, continuing on the same access road.
- 3.2.8 The laydown area will consist of temporary ground re-enforcements due to the small number of vehicle movements expected on site.
- 3.2.9 A proposed drawing illustrating the laydown area and demonstrating the swept path manoeuvres of a 16.5m articulated vehicle and a 12m rigid truck is included at Appendix D.
- 3.2.10 The above vehicles are expected to be the largest vehicles associated with the construction of the solar farm and the swept paths demonstrate that they can safely enter the laydown area, manoeuvre within, and exit in a forward gear.
- 3.2.11 Infrequent visits by the DNO (Distributor Network Operator) or the developer for maintenance would occur after commissioning of the site. Visits would be made by van or 4X4 vehicles and are carried out on average once a week.

3.3 Construction movements

- 3.3.1 Measures would be adopted during the construction phase to minimise the impact of construction traffic movements. The following measures would be considered to reduce the impact of these movements on the surrounding environment:

- » The production of a plan detailing measures to reduce the contract duration and the number of trips made
- » Techniques and measures will be implemented, where practical, to assist in minimising construction freight trips on the local highway network, particularly during highway network peak times (such as a vehicle booking system)
- » All construction worker vehicles would be accommodated on the site to prevent overspill parking on the local highway network
- » Measures will be set out to encourage construction staff to reduce car use to travel to the site, through car sharing and public transport
- » Wheel washing and dust sheeting will be undertaken to reduce the impact of mud, dust and dirt on the local highway network.

4. Construction phase

4.1 Construction routes

- 4.1.1 The site will be accessed from the unnamed two-way single carriageway just east of the site which will act as the route for all vehicles to access the site. It forms a junction with the A4119/Ely Valley Road/A4119 Ely Valley Road 3-arm roundabout junction at its southern extent.
- 4.1.2 Vehicles approaching from the north will route via the A4119 which forms the northern arm of the A4119/Ely Valley Road/A4119 Ely Valley Road 3-arm roundabout junction; vehicles will exit the roundabout (third exit) and route along the newly built access road to the right where they will turn left via the site access.
- 4.1.3 Vehicles routing from the south, east and west will be the M4 which forms a junction with the A4119 via the Miskin Interchange roundabout at J34.
- 4.1.4 All vehicles approaching from the east, south and west will route via the A4119 northbound on approach to Coed-Ely. The A4119 forms the southern arm of the A4119/Ely Valley Road/A4119 Ely Valley Road 3-arm roundabout junction; vehicles will exit the roundabout (first exit) and route along the newly built access road to the right where they will turn left via the site access.
- 4.1.5 The routes outlined have been checked to confirm that there are no weight, height or width limits that would otherwise preclude the use of this route. It does however remain the driver's responsibility to ensure their vehicle can safely negotiate the prescribed route.
- 4.1.6 All of the above links avoid the routing of traffic through densely populated residential areas with construction movements confined to appropriate roads including 'A' roads

4.2 Management of construction vehicles

- 4.2.1 Delivery vehicles are to adhere to the agreed construction route. All appointed haulage and supply companies will be advised of the precise routing to and from the development site. Temporary signs will also be in place on the A4119 northbound and southbound on approach to the A4119/Ely Valley Road/A4119 Ely Valley Road 3-arm roundabout junction, at the junction exit, and at the access road entry.
- 4.2.2 Signage will additionally be placed on the unnamed access road and on approach to the site access.
- 4.2.3 Deliveries by large vehicles would not be permitted to the site during the local highway network peak hours of 0800 and 0900 and 1700 and 1800.
- 4.2.4 All delivery drivers would remain in telephone contact with on-site staff so that deliveries are managed from the local highway network to the site access.
- 4.2.5 Banksman will be positioned at the site access.

4.3 Construction access

- 4.3.1 Construction access will be as set out within Section 3.2, utilising the approved wind farm access, from the unnamed road, leading to the A4119.

4.4 Construction signage strategy

4.4.1 A temporary signage scheme will be put in place to inform pedestrians and road users of potential construction traffic on the local road network. Directional signage including 'works traffic' and 'works access' will be in place in line with paragraph 4.2.1 above.

4.5 Construction period/duration

4.5.1 Based on the typical duration of the construction period of a solar farm of this size, the construction period is expected to be c.5 months, including pre-preparation of the site, fencing, assembly, deliveries and installation of photovoltaic panels and grid connection.

4.5.2 The first four weeks of the construction phase would see the site pre-construction to create the construction compound, welfare facilities and future maintenance routes around the site.

4.5.3 The main stage of construction phase would last for c.4 months and would include the arrival of the photovoltaic modules, materials, inverters, cable, trackway, and removal of waste whilst the final phase would see visits made by smaller vehicles for staff on the site. All plant and materials not required for maintenance and repair and any temporary works will be dismantled and removed within two months of the site becoming operational.

4.6 Construction traffic movements

4.6.1 The main construction phase is anticipated to last four months, and the main elements of the construction phase include:

- » solar photovoltaic (PV) panel installation;
- » transformers;
- » perimeter fencing;
- » trackway;
- » installation of security and monitoring CCTV;
- » underground cabling to connect the panels to the proposed substation; and
- » substation compound (for both the Developer and the Distribution Network Operator (DNO)).

4.6.2 The construction phase includes the preparation of the site, the erection of security fencing, assembly and erection of the PV strings, installation of the inverters/transformers and grid connection.

4.6.3 The construction period will include the use of HGVs to bring the equipment onto the site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum.

4.6.4 It should be noted that unlike wind farms, for the construction of a solar farm there is no requirement for any Abnormal Invisible Loads [AIL] deliveries to the site. The components which are required to construct the solar farm will arrive in 40ft containers via 16.5m long articulated vehicles.

4.6.5 In total the solar farm is constructed from 10,681 'models'; a 40ft container can accommodate 527 models equating to a total of 36 two-way HGV movements (18 HGV deliveries) during the construction period.

- 4.6.6 In addition, it is anticipated that c.14 flatbed deliveries will be required for the transportation of structures, equating to 28 two-way HGV movements.
- 4.6.7 The largest item to be delivered to the site is the Distribution Network Operator's (DNO) switchgear cabinet, which connects the underground grid connection cable of the solar farm to the distribution network. It is typically 9m long, 3m wide and 4m high. The cabinet is typically delivered by the smallest possible vehicle, which could be a 12m rigid lorry. A total of one delivery is required.
- 4.6.8 In addition, the site will contain 2 inverter stations. These are around 6m long, 2.5m high and 2.5m wide. Typically inverter stations are delivered by a 10m long rigid lorry. It is assumed that the inverters would be transported individually due to their weight and as such this would equate to a total of two deliveries.
- 4.6.9 A total of 4 HIAB truck lifts/cranes will be required for the sub transformers and approximately 11 HGVs for cables (based on the calculation of approximately one HGV per 500m of cable).
- 4.6.10 The above totals approximately 100 two-way HGV movements over the duration of the 4-month construction phase, equating to less than one HGV delivery per day. It is however noted that there will be periods where there is greater intensity as it is unlikely that the anticipated trip generation will be distributed evenly across the construction phase; nevertheless, the level of traffic during the main construction phase is not material and would not affect traffic or safety conditions in the local area particularly as the movements would be managed by the CTMP, including measures such as banksmen at the site accesses.
- 4.6.11 A maximum of up to 40 construction workers are anticipated to be on site during peak times during the construction period. A temporary construction compound will be provided and will provide storage, parking for contractors and a turning area for HGVs.
- 4.6.12 The location where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is envisaged that a number of the non-local workforce will stay at local accommodation and be transported to the site by minibuses to minimise the impact on the strategic and local highway network.

4.7 Construction vehicle delivery periods

- 4.7.1 Hours of construction will be from 0700 to 1800 Monday to Friday and between 0700 to 1700 on Saturdays. Deliveries would be scheduled to avoid the highway network peak hours between 0800 to 0900 in the morning and 1700 to 1800 in the afternoon.

4.8 Construction staff car parking

- 4.8.1 There will be a temporary area within the construction compound reserved for staff and visitor parking, together with an area of sufficient size for construction delivery vehicles to unload and turn around. An appropriate number of spaces for staff will be provided on-site.
- 4.8.2 There will be no site staff parking on the public highway. This will be enforced by the site foreman and could form a Condition of Contract for those working on site. Staff will be encouraged to vehicle share as much as possible.

4.8.3 Staff would typically arrive between 0700 and 0800 and depart between 1800 and 1900 Monday to Friday. On Saturday's staff would typically arrive between 0700 and 0800 and depart between 1300 and 1700.

4.9 Site compound

4.9.1 The site compound will include a hardstanding area for staff parking, welfare facilities and storage containers for materials.

4.10 Measures to prevent mud on public highway

4.10.1 Internal wheel-wash facilities to be provided adjacent to the site entrance.

4.11 Site security

4.11.1 Construction of the boundary fence is expected to commence at the outset of the construction phase.

5. Operational Phase

5.1 Post completion

- 5.1.1 Any temporary compound, including any surplus materials or equipment, Portakabin type building, wheel washing facilities, signage or other plant associated with construction of the site will be removed from the site approximately two months after the site first comes into operation.
- 5.1.2 Whilst the contractor's compound will have been removed, space will remain within the site on the access tracks for such a vehicle to turn around to ensure that reversing will not occur onto the highway.

5.2 Operational access route

- 5.2.1 The site will be accessed from the unnamed two-way single carriageway east of the site which will act as the route for all vehicles to access the site. It forms a junction with the A4119/Ely Valley Road/A4119 Ely Valley Road 3-arm roundabout junction at its southern extent.
- 5.2.2 The operational access to the site will remain as per the construction access.

5.3 Operational trip generation

- 5.3.1 Following commissioning, minimal maintenance is expected in relation to the plant, with approximately one visit per week made by small van/4x4 type vehicles. This level of traffic is not considered material.

6. Decommissioning Phase

6.1 Overview

- 6.1.1 The site is envisaged to operate for 40 years and will therefore be decommissioned thereafter; it is estimated that the decommissioning phase will be for a duration of two months for a site of this size.
- 6.1.2 The initial step of decommissioning is to disconnect the farm; the solar modules will then be disconnected and removed off site. The modules are comprised of glass, metal, and plastic, and can be recycled or reused; the materials will therefore be transported to a recycling centre.
- 6.1.3 The galvanized steel racking system will be disassembled and will additionally be recycled or reused/reconstituted.
- 6.1.4 The final step is to remove the electrical infrastructure, e.g., inverters, transformers, cables. This equipment is typically made of metal, and can be recycled or reused.

6.2 Decommissioning access route

- 6.2.1 It is anticipated that the vehicles generated as part of the decommissioning phase will access the site via the route used for the construction and operation of the site.

6.3 Decommissioning trip generation

- 6.3.1 For robustness, it can be assumed that the decommissioning of the site will require a similar level of HGVs to that of the installation of the site. In line with the construction traffic generation, it is anticipated that there will be a total of approximately 100 two-way HGV movements (50 HGV arrivals, 50 HGV departures) over the duration of the two-month decommissioning phase, equating to one HGV arrival and one HGV departure per day.

6.4 HGV vehicle periods

- 6.4.1 Hours of decommissioning will be from 0700 to 1800 Monday to Friday and between 0700 to 1700 on Saturdays. Vehicles would be scheduled to avoid the highway network peak hours between 0800 to 0900 in the morning and 1700 to 1800 in the afternoon.

6.5 Measures to prevent mud on public highway

- 6.5.1 Internal wheel-wash facilities to be provided adjacent to the site entrance.

7. Transport Implementation Strategy

7.1 Overview

- 7.1.1 Technical Advice Note 18: Transport (TAN 18) was published by the Welsh Assembly Government in March 2007 and requires a transport implementation strategy (TIS) to identify what policy objectives and requirements are set by the development plan in terms of access to the development and movements in and around the site.
- 7.1.2 The objective of the TIS is to promote sustainable modes including walking, cycling and public transport and set out mitigation required to accommodate the development on the highway network. This is reflected in the transport hierarchy and sustainable transport policies in Planning Policy Wales 11 (PPW 11) to reflect the Welsh Government's continued commitment to reduce reliance on the private car.
- 7.1.3 As set out within TAN 18, the TIS forms part of the transport assessment, and so this Section sets out the TIS, and what measures are appropriate in the context of the development proposals.

7.2 Technical Advice Note 18: Transport

- 7.2.1 TAN 18 elaborates on the relationship between land-use planning and transport and outlines a range of key principles that should inform future patterns of development.
- 7.2.2 The advice note is intended as a supplementary document to be read in conjunction with PPW 11 and offers advice on transport related matters, including Transport Assessments, when they are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment is required. If an assessment is required, the level and scope of that assessment is then outlined within the document
- 7.2.3 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.
- 7.2.4 The document contains further advice and design guidelines relating to the planning of transport infrastructure, development of transport systems and promotion of walking and cycling as sustainable modes.

7.3 Accessibility summary

Vehicular access and site layout

- 7.3.1 The two-way single carriageway, located adjacent to the A4119, which connects to the A4119/Ely Valley Road roundabout junction will provide access to the site. The access track connecting the carriageway to the site has been approved as part of the Graig Fatha Wind Turbine application and is therefore considered a suitable access route for the proposed construction, maintenance and decommissioning vehicles generated by the proposals.
- 7.3.2 The access arrangements are safe and suitable and can accommodate the vehicle movements generated by the site appropriately.

- 7.3.3 The construction and decommissioning phase will require vehicle movements due to workers and deliveries, as discussed in Sections 4 and 6 of this report; the operational phase of the site does not require day-to-day on-site staff and it is anticipated that only one visit per week would be made to the site by a small van/4x4 type vehicle due to required equipment.
- 7.3.4 A construction traffic management plan (CTMP) has been submitted as a separate document to support the application which manages the vehicle routing and demonstrates that vehicles can access the site safely during the construction phase.

Sustainable Travel

- 7.3.5 Due to the nature of the site and as discussed above, the site will not generate pedestrian/cycle/public transport movements. The construction and decommissioning phase will require vehicles for delivery, and staff to travel with appropriate tools/equipment for all three phases; therefore, travel by non-car modes to this site will unlikely occur.
- 7.3.6 Nevertheless, the site benefits from multiple PRow routes within the vicinity of the development and intersecting the site. The routes provide access to areas such as Thomastown and Tonyrefail in the north and Ynysmaredy Llanharan in the south. In addition, there are multiple cycle routes within the vicinity of the site and existing pedestrian infrastructure connects the site to bus stops within a 4–5-minute walk which services routes 122 and 124.
- 7.3.7 Workers accessing the site during the construction and decommissioning phases will be encouraged to car share, or utilise minibuses operated by the contractor where possible.

7.4 Conclusion

- 7.4.1 A CTMP has been submitted as a separate document which sets out measures to further minimise the impact of the development on the network. Given the volume of traffic in the construction, operation, and decommissioning phase, it is considered that further mitigation is not required to be implemented by a strategy.

8. Summary and conclusions

8.1 Summary

- 8.1.1 Hydrock has prepared this transport statement (TS) in support of a proposed Solar Farm at Coed-Ely, Porth in Wales on behalf of Rhondda Cynon Taf County Borough Council.
- 8.1.2 This TS has been prepared to provide the necessary information for the Local Highway and Planning Authorities to consider the merits of the development proposal in terms of its location, highway safety and the impact of the development traffic on the local highway network.
- 8.1.3 The planning application seeks permission for the construction, operation, management, and decommissioning of Coed-Ely Solar Farm, comprising ground-mounted solar panel PV panels together with all associated works, equipment and necessary infrastructure.
- 8.1.4 Road safety data has been analysed and there is no evidence of a specific issue which would be exacerbated by the proposals.
- 8.1.5 During the first four weeks of pre-construction 80 two-way movements are forecast to occur, which equates to some four two-way movements per day. Not all vehicle movements would be by HGVs.
- 8.1.6 It is anticipated that approximately 100 two-way HGV movements would occur over the duration of the four-month construction phase, equating to less than one HGV delivery per day. It is however noted that there will be periods where there is greater intensity as it is unlikely that the anticipated trip generation will be distributed evenly across the construction phase.
- 8.1.7 Nevertheless, the level of traffic during the main construction phase is not material and would not affect traffic or safety conditions in the local area, particularly as the movements would be managed by the CTMP and banksmen at the site accesses.

8.2 Conclusions

- 8.2.1 Having undertaken a comprehensive analysis of the development site and after reviewing the relevant planning policy, it has been demonstrated by this TS that the proposed development will not have a material impact on the local highway network; hence there is no basis for highway and transportation objections to the proposals.

Appendix A Bus Timetables

122 Tonypany to Talbot Green and Cardiff

Monday to Friday

Tonypany Bus Station Std A6	0530	0603	0620	0633	0659	0736	0812	0853	and then every 30 minutes	23
Trebanog Cilely Farm	0541	0615	0632	0646	0713	0753	0827	0907		37
Coedely Con Club	0554	0629	0646	0700	0729	0810	0844	0922		52
Talbot Green Bus Stn Std A	0605	0642	0700	0714	0745	0828	0900	0935		05
Miskin Edwardian Way	▼	0652	0711	0726	0757	0839	0911	0946		16
Groes-faen Houses	0619	0659	0719	0736	0807	0847	0918	0953		23
Creigiau Creigiau Inn	▼	▼	▼	▼	▼	▼	▼	▼		▼
Danescourt Heol Seddon	0633	0713	0733	0752	0823	0900	0931	1006		36
Pontcanna Llandaff Fields	0642	0724	0746	0812	0842	0914	0944	1017		47
Cardiff Westgate Street KG	0650	0734	0758	0828	0858	0928	0958	1028		58

Tonypany Bus Station Std A6	53	until	1323	1349	1407	1437	1503	1536	1613	1700	1745
Trebanog Cilely Farm	07		1337	1403	1422	1452	1520	1553	1629	1715	1759
Coedely Con Club	22		1352	1418	1440	1510	1534	1607	1643	1728	1811
Talbot Green Bus Stn Std A	35		1405	1431	1453	1523	1550	1623	1659	1741	1824
Miskin Edwardian Way	46		1416	1442	1506	1536	1602	1635	1711	▼	▼
Groes-faen Houses	53		1423	1449	1513	1543	1609	1642	1718	1755	1837
Creigiau Creigiau Inn	▼		▼	▼	▼	▼	▼	▼	▼	▼	▼
Danescourt Heol Seddon	06		1436	1502	1526	1556	1623	1656	1732	1807	1849
Pontcanna Llandaff Fields	17		1447	1513	1540	1610	1636	1709	1744	1818	1900
Cardiff Westgate Street KG	28		1458	1528	1558	1628	1700	1733	1803	1829	1911

Tonypany Bus Station Std A6	1813	1845	2051
Trebanog Cilely Farm	1826	1857	2103
Coedely Con Club	1838	1909	2115
Talbot Green Bus Stn Std A	1849	1922	2126
Miskin Edwardian Way	▼	▼	
Groes-faen Houses	1935	2138	
Creigiau Creigiau Inn	1945	2147	
Danescourt Heol Seddon	1956	2157	
Pontcanna Llandaff Fields	2005	2205	
Cardiff Westgate Street KG	2015	2215	

Saturday

Tonypany Bus Station Std A6	0530	0605	0631	0701	0725	0755	0819	0849	0919	0947	1014	1043
Trebanog Cilely Farm	0541	0616	0642	0712	0737	0807	0833	0903	0933	1001	1028	1058
Coedely Con Club	0554	0629	0655	0725	0750	0820	0849	0919	0949	1017	1044	1114
Talbot Green Bus Stn Std A	0605	0646	0707	0737	0803	0833	0902	0932	1002	1030	1057	1127
Miskin Edwardian Way	▼	0656	0717	0747	0814	0844	0913	0943	1013	1041	1108	1138
Groes-faen Houses	0619	0703	0724	0754	0821	0851	0919	0949	1019	1048	1115	1145
Creigiau Creigiau Inn	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Danescourt Heol Seddon	0633	0716	0737	0807	0834	0904	0932	1002	1032	1101	1128	1158
Pontcanna Llandaff Fields	0642	0725	0746	0816	0843	0913	0943	1013	1043	1113	1140	1210
Cardiff Westgate Street KG	0650	0734	0758	0828	0858	0928	0958	1028	1058	1128	1200	1228

Tonypany Bus Station Std A6	1113	1143	1216	1246	1323	1355	1425	1457	1527	1557	1627	1703
Trebanog Cilely Farm	1128	1158	1231	1301	1337	1409	1439	1510	1540	1610	1640	1716
Coedely Con Club	1144	1214	1247	1317	1352	1423	1453	1524	1554	1624	1654	1730
Talbot Green Bus Stn Std A	1157	1227	1300	1330	1405	1436	1506	1537	1607	1637	1707	1742
Miskin Edwardian Way	1208	1238	1311	1341	1416	1446	1516	1547	1617	1647	1717	▼
Groes-faen Houses	1215	1245	1318	1348	1423	1453	1523	1554	1624	1654	1724	1756
Creigiau Creigiau Inn	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Danescourt Heol Seddon	1228	1258	1331	1401	1436	1506	1536	1607	1637	1707	1737	1809
Pontcanna Llandaff Fields	1240	1310	1343	1413	1448	1517	1547	1617	1647	1717	1747	1819
Cardiff Westgate Street KG	1258	1328	1358	1428	1459	1528	1558	1628	1658	1728	1758	1830

Tonypany Bus Station Std A6	1745	1813	1845	2051
Trebanog Cilely Farm	1758	1826	1857	2103
Coedely Con Club	1812	1838	1909	2115
Talbot Green Bus Stn Std A	1826	1849	1922	2126
Miskin Edwardian Way	▼	▼	▼	
Groes-faen Houses	1839	1935	2138	
Creigiau Creigiau Inn	▼	1945	2147	
Danescourt Heol Seddon	1850	1956	2157	
Pontcanna Llandaff Fields	1900	2005	2205	
Cardiff Westgate Street KG	1911	2015	2215	

Sunday

Tonypany Bus Station Std A6	0810	1010	1210	1410	1610
Trebanog Cilely Farm	0823	1023	1223	1423	1623
Coedely Con Club	0837	1037	1237	1437	1637
Talbot Green Bus Stn Std	0849	1049	1249	1449	1649
Miskin Edwardian Way	0859	1059	1259	1459	1659
Groes-faen Houses	0906	1106	1306	1506	1706
Creigiau Creigiau Inn	▼	▼	▼	▼	▼
Danescourt Heol Seddon	0919	1119	1319	1519	1719
Pontcanna Llandaff Fields	0929	1129	1329	1529	1729
Cardiff Westgate Street KG	0942	1142	1342	1542	1742

122 Cardiff to Talbot Green and Tonypany

Monday to Friday

Cardiff Lower St Mary St JP	0655	0740	0805	0835	0905							35	05			1305	1335
Llandaff Llandaff Black Lion	0708	0754	0821	0851	0920							50	20			1320	1351
Danescourt Heol Seddon	0714	0800	0827	0857	0925							55	25			1325	1357
Creigiau Creigiau Inn	▼	▼	▼	▼	▼							▼	▼			▼	▼
Groesfaen Groesfaen Houses	0727	0813	0840	0910	0937							07	37	until		1337	1410
Miskin Edwardian Way	▼	0819	0846	0915	0942							12	42			1342	1415
Talbot Green Bus Stn Std C	0747	0835	0901	0929	0956							26	56			1356	1430
Coedely Coedely Con Club	0759	0845	0911	0939	1006							36	06			1406	1441
Trebanog Cilely Farm	0815	0901	0926	0953	1019							49	19			1419	1456
Tonypany Bus Station Std A6	0830	0916	0940	1007	1033							03	33			1433	1511

Cardiff Lower St Mary St JP	1405	1435	1505	1535	1605	1635	1705	1740	1810	1840	1915	2020
Llandaff Llandaff Black Lion	1423	1454	1524	1601	1632	1703	1730	1800	1825	1855	1929	2034
Danescourt Heol Seddon	1429	1501	1530	1607	1638	1709	1736	1806	1830	1900	1934	2039
Creigiau Creigiau Inn	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	2053
Groesfaen Groesfaen Houses	1442	1514	1544	1622	1652	1722	1749	1819	1842	1912	1946	2059
Miskin Edwardian Way	1447	1519	1549	1627	1658	1728	1755	1824	▼	▼	▼	▼
Talbot Green Bus Stn Std C	1503	1535	1605	1644	1714	1743	1810	1839	1857	1927	2001	2113
Coedely Coedely Con Club	1516	1548	1618	1656	1725	1753	1820	1849	1907	1936	2010	2122
Trebanog Cilely Farm	1533	1604	1633	1710	1739	1807	1834	1903	1919	1948	2022	2133
Tonypany Bus Station Std A6	1548	1619	1648	1725	1754	1821	1848	1916	1931	2000	2033	2144

Cardiff Lower St Mary St JP	2220
Llandaff Llandaff Black Lion	2234
Danescourt Heol Seddon	2239
Creigiau Creigiau Inn	2253
Groesfaen Groesfaen Houses	2259
Miskin Edwardian Way	▼
Talbot Green Talbot Green Bus Stn Std C	2313
Coedely Coedely Con Club	2322
Trebanog Cilely Farm	2333
Tonypany Bus Station Std A6	2344

Saturday

Cardiff Lower St Mary St JP	0705	0740	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235
Llandaff Llandaff Black Lion	0717	0752	0817	0847	0917	0948	1018	1049	1119	1149	1223	1253
Danescourt Heol Seddon	0722	0757	0822	0852	0922	0953	1023	1054	1124	1154	1228	1258
Creigiau Creigiau Inn	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Groesfaen Groesfaen Houses	0734	0809	0834	0904	0934	1005	1035	1106	1136	1206	1240	1310
Miskin Edwardian Way	▼	0814	0839	0909	0939	1010	1040	1111	1141	1211	1245	1315
Talbot Green Bus Stn Std C	0750	0827	0853	0923	0953	1025	1055	1126	1156	1225	1259	1329
Coedely Coedely Con Club	0759	0836	0902	0932	1002	1034	1104	1135	1205	1234	1308	1338
Trebanog Cilely Farm	0811	0848	0916	0946	1016	1049	1119	1149	1219	1248	1321	1351
Tonypany Bus Station Std A6	0823	0900	0929	0959	1030	1103	1134	1204	1234	1303	1336	1406

Cardiff Lower St Mary St JP	1305			35	05							1535	1605	1635	1705	1735	1805
Llandaff Llandaff Black Lion	1322			52	22							1552	1625	1655	1729	1757	1825
Danescourt Heol Seddon	1327			57	27							1557	1630	1700	1734	1802	1830
Creigiau Creigiau Inn	▼			▼	▼							▼	▼	▼	▼	▼	▼
Groesfaen Groesfaen Houses	1339			09	39	until						1609	1642	1712	1747	1815	1843
Miskin Edwardian Way	1344			14	44							1614	1647	1717	1752	1820	▼
Talbot Green Bus Stn Std C	1358			28	58							1628	1701	1731	1806	1834	1858
Coedely Coedely Con Club	1407			37	07							1637	1711	1741	1816	1843	1907
Trebanog Cilely Farm	1420			50	20							1650	1724	1755	1830	1858	1922
Tonypany Bus Station Std A6	1433			03	33							1703	1737	1808	1845	1913	1933

Cardiff Lower St Mary St JP	1835	1915	2020	2220
Llandaff Llandaff Black Lion	1851	1929	2034	2234
Danescourt Heol Seddon	1856	1934	2039	2239
Creigiau Creigiau Inn	▼	▼	2053	2253
Groesfaen Groesfaen Houses	1909	1946	2059	2259
Miskin Edwardian Way	▼	▼	▼	▼
Talbot Green Bus Stn Std C	1925	2001	2113	2313
Coedely Coedely Con Club	1935	2010	2122	2322
Trebanog Cilely Farm	1950	2022	2133	2333
Tonypany Bus Station Std A6	2001	2033	2144	2344

Sunday

Cardiff Lower St Mary St JP	0947	1147	1347	1547	1747
Llandaff Llandaff Black Lion	1003	1203	1403	1603	1803
Danescourt Heol Seddon	1008	1208	1408	1608	1808
Creigiau Creigiau Inn	▼	▼	▼	▼	▼
Groesfaen Houses	1020	1220	1420	1620	1820
Miskin Edwardian Way	1025	1225	1425	1625	1825
Talbot Green Bus Stn Std C	1038	1238	1438	1638	1838
Coedely Coedely Con Club	1048	1248	1448	1648	1848
Trebanog Cilely Farm	1102	1302	1502	1702	1902
Tonypany Bus Station Std A6	1115	1315	1515	1715	1915

124 Maerdy to Porth and Cardiff

Monday to Friday

Maerdy Maerdy Terminus	0722	0824	0924	1023	1127	1227	1328	1429	1847		
Ferndale Library	0731	0833	0933	1031	1135	1235	1336	1437	1855		
Pontygwaith Surgery	0738	0840	0940	1037	1141	1241	1342	1443	1901		
Porth Pontypridd Road	0645	0754	0856	0956	1058	1202	1302	1403	1457	1606	1915
Coedely Con Club	0659	0810	0913	1013	1115	1219	1319	1420	1514	1623	
Talbot Green Talbot Green Bus Stn Std D	0626	0710	0824	0924	1024	1126	1230	1329	1430	1524	1633
Cross Inn Cross Inn	0629	0714	0829	0929	1029	1131	1235	1334	1435	1529	1637
Creigiau Robin Hill	0638	0725	0841	0941	1041	1143	1246	1345	1446	1540	1648
Creigiau Creigiau Inn	0730	0846	0946	1046	1148	1251	1350	1451	1545	1653	
Pontcanna Llandaff Fields	0755	0907	1007	1107	1209	1312	1411	1512	1606	1718	
Cardiff Greyfriars Road GH	0808	0923	1023	1123	1223	1326	1425	1526	1620	1731	

Maerdy Maerdy Terminus	1949
Ferndale Library	1957
Pontygwaith Surgery	2003
Porth Pontypridd Road	2017

Saturday

Maerdy Maerdy Terminus	0739	0832	0921	1020	1120	1224	1327	1427	1847	1949		
Ferndale Library	0746	0839	0929	1028	1128	1232	1335	1435	1855	1957		
Pontygwaith Surgery	0752	0845	0935	1034	1134	1238	1341	1441	1901	2003		
Porth Pontypridd Road	0645	0807	0901	0955	1054	1154	1258	1401	1501	1610	1915	2017
Coedely Con Club	0659	0823	0918	1012	1111	1211	1315	1418	1518	1627		
Talbot Green Talbot Green Bus Stn Std D	0710	0834	0929	1023	1122	1222	1326	1429	1529	1638		
Cross Inn Cross Inn	0714	0839	0934	1028	1127	1227	1331	1434	1534	1642		
Creigiau Robin Hill	0724	0849	0944	1040	1139	1239	1341	1445	1544	1652		
Creigiau Creigiau Inn	0729	0854	0949	1045	1144	1244	1346	1449	1549	1657		
Pontcanna Llandaff Fields	0748	0914	1009	1105	1204	1304	1406	1509	1609	1717		
Cardiff Greyfriars Road GH	0757	0923	1023	1124	1223	1323	1425	1523	1623	1731		

Sundays & Bank Holidays

	BH	BH
Maerdy Maerdy Terminus	1300	1705
Ferndale Library	1307	1712
Pontygwaith Surgery	1315	1720
Porth Pontypridd Road	1338	1730
Coedely Con Club	1354	

Notes

BH. Service does not operate on Public Holidays

124 Cardiff to Porth and Maerdy

Monday to Friday

Cardiff Greyfriars Road GH			0730	0835	0940	1040	1140	1240	1340	1445	1545	1655
Llandaff Llandaff Black Lion			0745	0850	0955	1055	1155	1255	1355	1502	1604	1715
Creigiau Creigiau Inn			0805	0909	1014	1114	1214	1314	1414	1522	1625	1735
Cross Inn Cross Inn			0818	0921	1026	1126	1226	1326	1426	1534	1639	1748
Talbot Green Talbot Green Bus Stn Std C			0823	0926	1031	1131	1231	1331	1431	1539	1645	1753
Ynysmaerdy Royal Glamorgan Hospital			0829	0930	1035	1135	1235	1335	1435	1544	1649	1757
Coedely Coedely Con Club			0834	0935	1040	1140	1240	1340	1441	1549	1654	1802
Porth Bus Depot	0656	0749	0852	0953	1058	1158	1258	1358	▼	1607	1712	1820
Porth Police Station	▼	▼	0851	0952	1057	1157	1257	1357	1459	1606	1711	1819
Wattstown Heol y Twyn	▼	▼	▼	▼	▼	▼	▼	▼		▼	▼	▼
Stanleytown Stanley Square	▼	▼	▼	▼	▼	▼	▼	▼		▼	▼	▼
Tylorstown Jubilee Hotel	0706	0759	0906	1004	1109	1209	1309	1409		1619	1724	1829
Ferndale North Road Schools	0712	0807	0912	1010	1115	1215	1315	1415		1625	1730	1835
Maerdy Maerdy Terminus	0719	0817	0919	1017	1122	1222	1324	1424		1634	1739	1843

Creigiau Creigiau Inn	1834
Cross Inn Cross Inn	▼
Talbot Green Talbot Green Bus Stn Std C	1851
Ynysmaerdy Royal Glamorgan Hospital	1855
Coedely Coedely Con Club	1901
Porth Bus Depot	1921
Porth Police Station	1920
Wattstown Heol y Twyn	▼
Stanleytown Stanley Square	▼
Tylorstown Jubilee Hotel	1932
Ferndale North Road Schools	1938
Maerdy Maerdy Terminus	1946

Saturday

Cardiff Greyfriars Road GH			0735	0835	0935	1040	1140	1240	1340	1445	1545	1703
Llandaff Llandaff Black Lion			0747	0847	0947	1053	1154	1255	1355	1500	1600	1718
Creigiau Creigiau Inn			0805	0905	1005	1111	1213	1313	1413	1518	1618	1736
Cross Inn Cross Inn			0815	0915	1017	1123	1225	1325	1425	1530	1630	1748
Talbot Green Talbot Green Bus Stn Std C			0820	0920	1022	1128	1230	1330	1430	1535	1635	1753
Ynysmaerdy Royal Glamorgan Hospital			0824	0924	1026	1132	1234	1334	1434	1539	1639	1757
Coedely Coedely Con Club			0829	0929	1031	1137	1239	1339	1439	1544	1644	1802
Porth Bus Depot	0711	0803	0847	0947	1049	1155	1257	1357	▼	1602	1701	1820
Porth Police Station	▼	▼	0846	0946	1048	1154	1256	1356	1456	1601	1701	1819
Wattstown Heol y Twyn	▼	▼	▼	▼	▼	▼	▼	▼		▼	▼	▼
Stanleytown Stanley Square	▼	▼	▼	▼	▼	▼	▼	▼		▼	▼	▼
Tylorstown Jubilee Hotel	0722	0814	0856	0956	1100	1206	1308	1407		1612	1712	1829
Ferndale North Road Schools	0728	0820	0902	1002	1106	1212	1314	1413		1618	1718	1835
Maerdy Maerdy Terminus	0735	0827	0910	1010	1114	1220	1322	1421		1626	1726	1843

Creigiau Creigiau Inn	1834
Cross Inn Cross Inn	▼
Talbot Green Talbot Green Bus Stn Std C	1851
Ynysmaerdy Royal Glamorgan Hospital	1855
Coedely Coedely Con Club	1901
Porth Bus Depot	1920
Porth Police Station	1919
Wattstown Heol y Twyn	▼
Stanleytown Stanley Square	▼
Tylorstown Jubilee Hotel	1932
Ferndale North Road Schools	1938
Maerdy Maerdy Terminus	1946

Sundays & Bank Holidays

BH

Ynysmaerdy Royal Glamorgan Hospital	1608
Coedely Coedely Con Club	1612
Porth Bus Depot	1630
Porth Police Station	1629
Wattstown Heol y Twyn	1641
Stanleytown Stanley Square	1647
Tylorstown Jubilee Hotel	1650
Ferndale North Road Schools	1656
Maerdy Maerdy Terminus	1702

Notes

BH. Service does not operate on Public Holidays

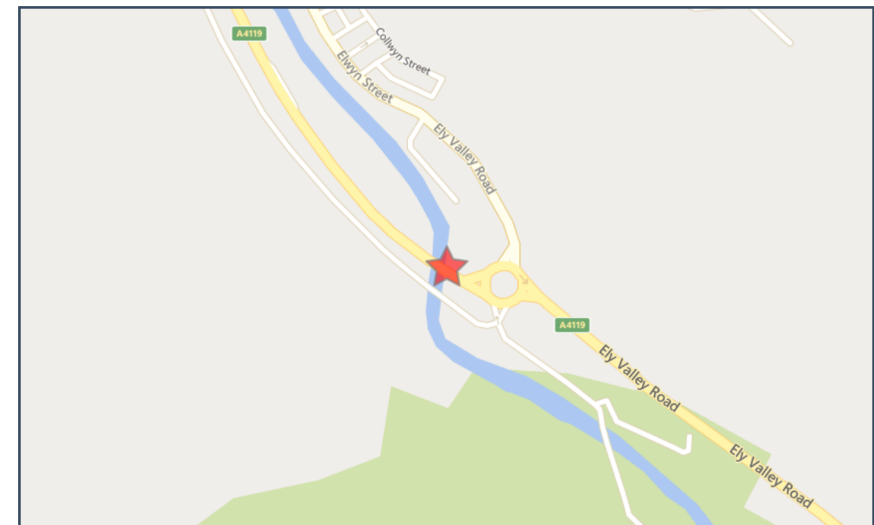
Appendix B Road Safety Data



Validated Data

Crash Date: Wednesday, January 02, 2019 **Time of Crash:** 7:15:00 AM **Crash Reference:** 2019621900014

Highest Injury Severity:	Slight	Road Number:	A4119	Number of Casualties:	1
Highway Authority:	Rhondda, Cynon, Taff			Number of Vehicles:	1
Local Authority:	Rhondda Cynon Taff County Borough			OS Grid Reference:	302036 185446
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	Road sign/Traffic signal

Casualties

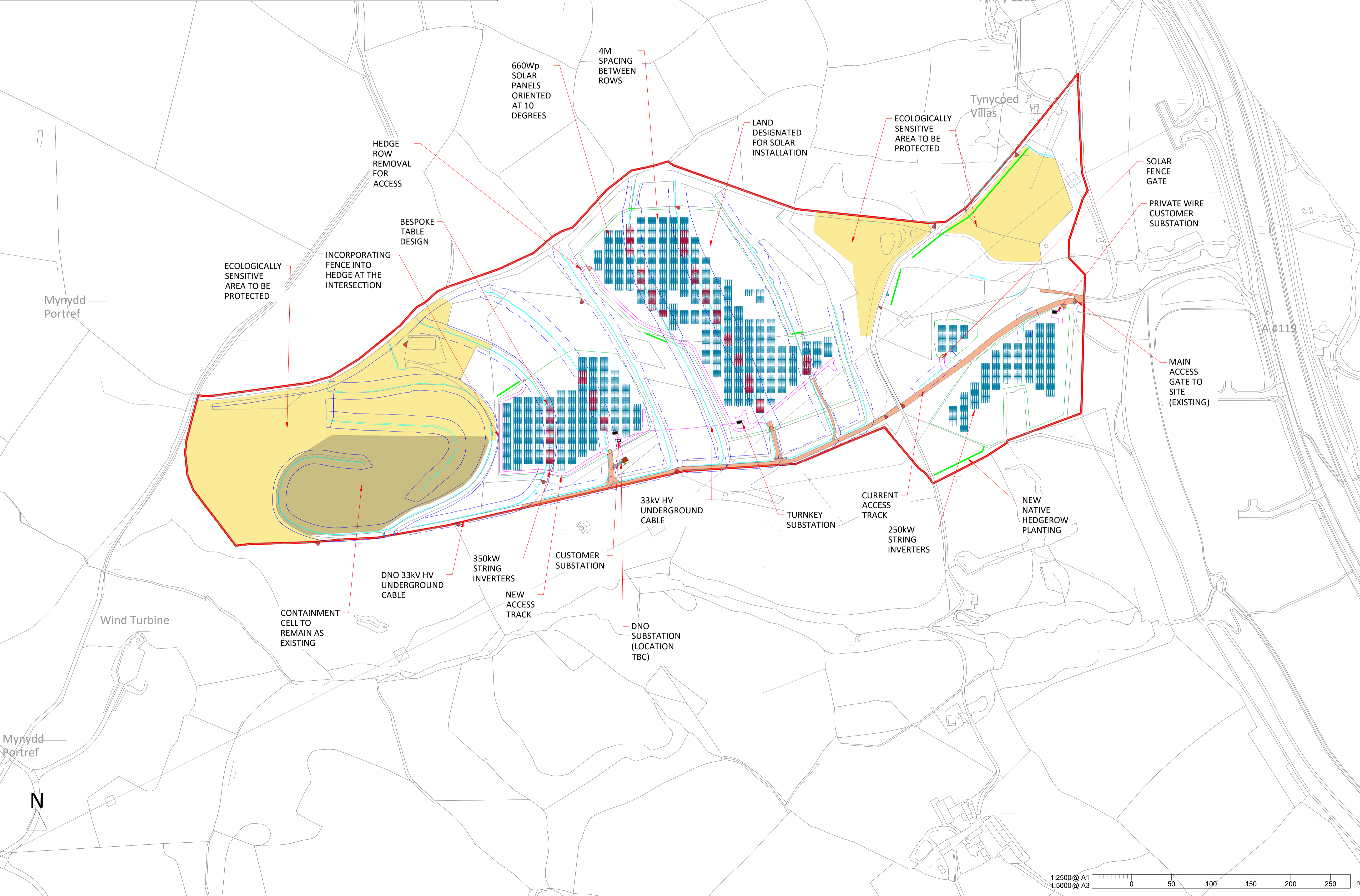
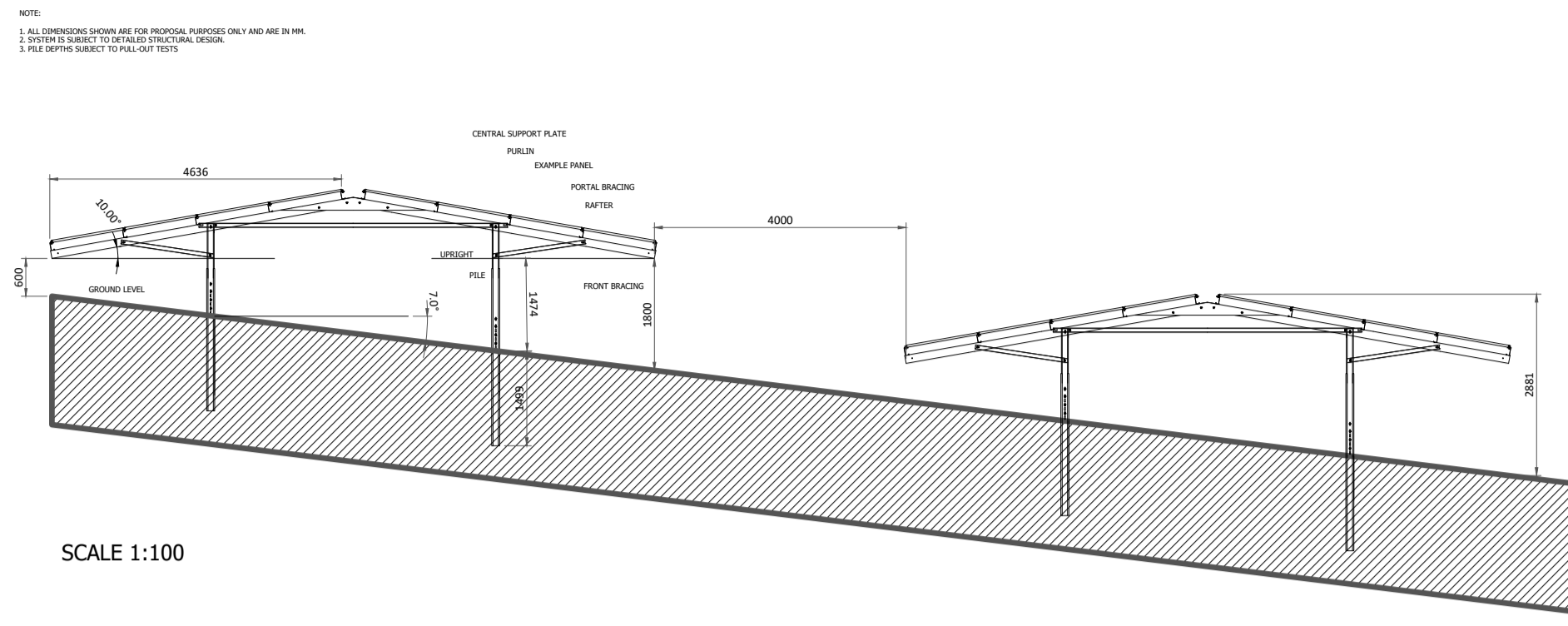
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix C Proposed Site Layout

SECTION VIEW OF TABLES



- KEY PLAN**
- NEW ACCESS TRACK TO BE CONSTRUCTED
 - CURRENT ROADS/ACCESS TRACK
 - ORDINARY WATER COURSE (OWC)
 - 8M BOUNDARY AROUND OWC
 - SITE RED LINE BOUNDARY
 - SOLAR FENCE / NEW NATIVE HEDGEROW
 - ▲ ▲ ▲ SOLAR FARM GATE / EXISTING GATE / NEW GATE
 - DNO SUBSTATION
 - GRID CONNECTED SCHEME SUBSTATION
 - PRIVATE WIRE SCHEME SUBSTATION
 - GRID CONNECTED SCHEME CUSTOMER SUBSTATION
 - BESPOKE TABLE DESIGN WITH DIFFERING PILE WIDTHS

- NOTES**
- PV PANEL SPECIFICATIONS: 660Wp (1303MM X 2384MM)
 - GRID CONNECTED SCHEME CAPACITY: 6.05MWp (9168PANELS X 660Wp)
 - PRIVATE WIRE SCHEME CAPACITY: 1.20MWp (1824 PANELS X 660Wp)
 - INVERTER MODULE SPECIFICATIONS: 4X250KW (PRIVATE WIRE), 14X350KW (GRID CONNECTED SCHEME)
 - SITE CONNECTION CAPACITIES: 5.0MWac (GRID CONNECTED), 1.0MWac (PRIVATE WIRE)
 - BACKGROUND IS FROM ORDINANCE SURVEY (OS) AND IS LICENSED, BY OS, UNDER THE PSMA MEMBER LICENSE TO USE LICENSED DATA FOR ITS LICENSED USE. THE LICENSOR IS THE PLANNING AUTHORITY, RHONDDA CYNON TAF.
 - WATERCOURSE MITIGATION STRATEGY TBC BY NRW
 - SOLAR FENCE AT AVERAGE 5M OFFSET FROM TABLES

REVISIONS

REV	ISSUED FOR INFORMATION	GT	DATE	BF	DATE	TS	DATE
P05	ISSUED FOR INFORMATION	GT	02/06/23	BF	02/06/23	TS	02/06/23
P04	ISSUED FOR INFORMATION	GT	27/04/23	BF	27/04/23	TS	27/04/23
P03	ISSUED FOR INFORMATION	GT	24/04/23	BF	24/04/23	TS	24/04/23
P02	ISSUED FOR INFORMATION	GT	20/04/23	BF	20/04/23	TS	20/04/23
P01	ISSUED FOR INFORMATION	GT	18/04/23	BF	18/04/23	TS	18/04/23

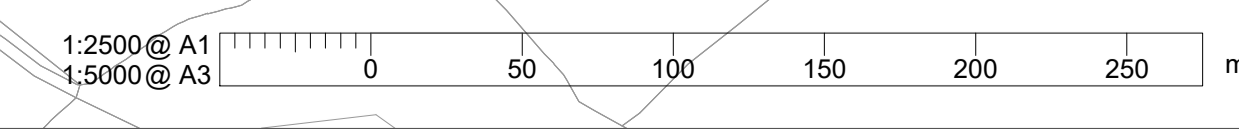
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CLIENT
Rhondda Cynon Taf County Borough Council

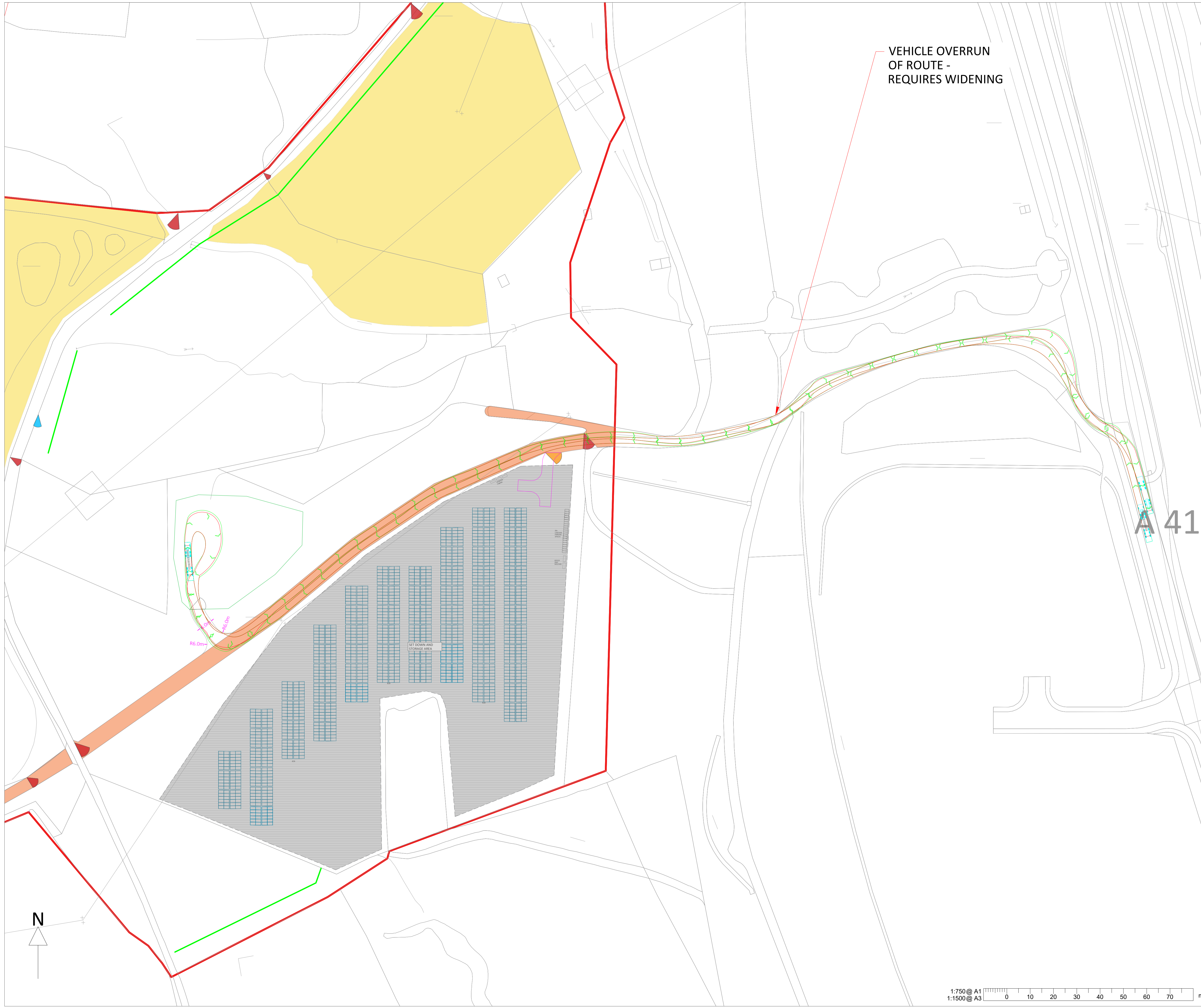
PROJECT
Coed-Ely Solar

TITLE
Solar Block Plan

HYDROCK PROJECT NO. 27541	SCALE @ A1 1:2500	STATUS DESCRIPTION SUITABLE FOR INFORMATION	STATUS S2
DRAWING NO. (PROJECT CODE-ORIGINATOR ZONE-LEVEL-TYPE-ROLE-NUMBER) 27541-HYD-XX-XX-DR-Y-002		REVISION P05	



Appendix D Construction Laydown Area Access Arrangement and Swept Paths



VEHICLE OVERRUN
OF ROUTE -
REQUIRES WIDENING

KEY PLAN

□ TEMPORARY SITE SET DOWN / STORAGE

NOTES

Swept path analysis has been tracked using a 16.5m max legal HGV and a 12m rigid lorry. This is subject to extended topography.

Rigid Truck

Overall Length 12.000m
 Overall Width 2.500m
 Overall Body Height 3.928m
 Min Body Ground Clearance 0.412m
 Track Width 2.471m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.900m

REVISIONS

REV	ISSUED FOR INFORMATION	GT	DATE	BF	DATE	TS	DATE
P03	ISSUED FOR INFORMATION	GT	13/06/23	BF	13/06/23	TS	13/06/23
P02	ISSUED FOR INFORMATION	GT	01/06/23	BF	01/06/23	TS	01/06/23
P01	ISSUED FOR INFORMATION	GT	31/05/23	BF	31/05/23	TS	31/05/23

REV	REVISION NOTES/COMMENTS	DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE

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CLIENT
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PROJECT
 Coed-Ely Solar

TITLE
 Temporary Site Set Down and Proposed Swept Path Analysis

HYDROCK PROJECT NO. 27541 SCALE @ A1 1:750

STATUS DESCRIPTION SUITABLE FOR INFORMATION	STATUS S2
DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 27541-HYD-XX-XX-DR-Y-0013	REVISION P03

