



Pennant Walters

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# **GLANLLYNFI GARTH WIND FARM**

## **Draft Environmental Statement**

### **Chapter 12 - Traffic and Transport**



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# 12 Traffic and Transport

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## 12.1 Introduction

12.1.1. This Draft Environmental Statement (ES) chapter presents the assessment of the likely significant effects of the Proposed Development with respect to traffic and transport. The assessment is based on information obtained to date. It should be read in conjunction with the project description provided in **Chapter 4: Development Description** and with respect to relevant parts of the following chapters:

- **Chapter 13: Noise.**

12.1.2. An Outline Public Rights of Way Management Plan (PRoWMP) (see **Appendix 12A**), Outline Construction Traffic Management Plan (CTMP) (see **Appendix 12B**) and Abnormal Indivisible Load (AIL) access study (see **Appendix 12C**) have been prepared to support this chapter.

12.1.3. This chapter describes:

- the legislation, policy and technical guidance that has informed the assessment (**Section 12.2**);
- consultation and engagement that has been undertaken and how comments from consultees relating to traffic and transport have been addressed (**Section 12.3**);
- the methods used for baseline data gathering (**Section 12.4**);
- overall baseline (**Section 12.5**);
- embedded measures relevant to traffic and transport (**Section 12.6**);
- the scope of the assessment for traffic and transport (**Section 12.7**);
- the methods used for the assessment (**Section 12.8**);
- the assessment of traffic and transport effects (**Section 12.9**);
- assessment of cumulative (inter-project) effects (**Section 12.10**); and
- a summary of the significance conclusions (**Section 12.11**).

### Limitations and assumptions

12.1.4. This Draft ES is based on current information obtained to date including estimates of construction traffic data and indicative construction programme provided by Pennant Walters (the 'Applicant') for the traffic and transport assessment. The Draft ES has been produced to fulfil the Applicant's consultation duties and enable consultees to develop an informed view of the likely significant effects of the Proposed Development.

12.1.5. There are no limitations relating to traffic and transport that affect the robustness of the assessment of the potential likely significant effects of the Proposed Development.

## 12.2 Relevant legislation, planning policy and technical guidance

- 12.2.1. This section identifies the legislation, planning policy and technical guidance that has informed the assessment of effects with respect to traffic and transport. Further information on policies relevant to the Proposed Development is provided in **Chapter 5: Legislation and Policy Overview**.

### Legislation

- 12.2.2. There is no specific legislation that needs to be considered when determining the scope of this assessment. Where legislation is relevant to the Outline Public Rights of Way Management Plan (PROWMP) or Outline Construction Traffic Management Plan (CTMP), these are listed within those documents (**Appendix 12A** and **12B** respectively).

### Planning Policy

- 12.2.3. A summary of the relevant national and local planning policy is given in **Table 12.1**.

**Table 12.1 Planning policy relevant to the traffic and transport assessment.**

| Technical guidance document                                                  | Context                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>National planning policy</b>                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Future Wales: The National Plan 2040 (April 2021) <sup>1</sup>               | This document sets out the national development framework for Wales to 2040. Sustainable transport is a desired outcome. It specifies that development should focus on more sustainable forms of transport with reduced reliance on private vehicles. Policy 12 sets out expectations for new development including relating to car parking and active travel. Policy 18 notes that renewable energy projects should ensure that there are no unacceptable adverse impacts on the transport network due to component transport or operational activities. |
| Planning Policy Wales, Edition 12, Section 4.1 Transport (2024) <sup>2</sup> | This policy provides guidance on land use and transport planning integration to promote sustainable transport choices for people and freight and reduce reliance on private travel and the need to travel. Section 5.3 transport infrastructure notes adverse impacts of new or improved transport infrastructure should be minimised with regard to the natural, historic and built environments.                                                                                                                                                        |

<sup>1</sup> Welsh Government (2021) Future Wales That National Plan 2040. (online). Available at: <https://www.gov.wales/sites/default/files/publications/2021-02/future-wales-the-national-plan-2040.pdf> (Accessed June 2026)

<sup>2</sup> Welsh Government (2024) Planning Policy Wales. (online). Available at: <https://www.gov.wales/sites/default/files/publications/2024-07/planning-policy-wales-edition-12.pdf> (Accessed April 2026)

| Technical guidance document                                                                 | Context                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Llwybr Newydd The Wales Transport Strategy (2021) <sup>3</sup>                              | <p>The strategy includes Priority 2 which is to allow an efficient, sustainable and accessible transport system including safe and efficient use of current infrastructure.</p> <ul style="list-style-type: none"> <li>■ The strategy contains mini plans which include:</li> <li>■ Mini Plan 7.4 Roads, streets and parking - This plan outlines priorities and aims for the road network, including ensuring the Strategic Road Network (SRN) operation has minimal environmental impact and working to make the road network safer, with fewer incidents, for all users.</li> <li>■ Mini Plan 7.7 Freight and logistics - This plan covers priorities for freight movements including a desire to shift freight movements away from the road network, and to have a network that is safe for all users with reduced impact on the environment.</li> </ul>                                                                                         |
| The Wales Freight Strategy (2008) <sup>4</sup>                                              | Highlights that there should be a modal shift from road freight to rail/sea transport where practical and that there needs to be efficient use of the existing suitable road network.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Planning Policy Wales Technical Advice Note 18 Transport (2007) <sup>5</sup>                | Provides information on assessment of transport impacts and managing their implementation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Local planning policy</b>                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Bridgend Replacement Local Development Plan (RLDP) 2018-2033 (2024) <sup>6</sup>            | <p>The RLDP includes policy SPA5 which states developments with adverse impacts on “<i>safe and efficient operation of the transport network will not be permitted</i>”. Policy PLA6 relates to the need for developments to be located such that the environmental impact of road freight accessing it is minimised. The plan identifies the main routes in the County Borough for the movement of people and goods (PLA6(1) M4, PLA6(2) Llynfi, PLA6(3) Garw, PLA6(4) Ogmere, PLA6(5) Aberkenfig-Brynmenyn, PLA6(6) Pyle-Aberkenfig, PLA6(7) Pencoed-Pyle and PLA6(8) Porthcawl-Cornelly) and provides information on them in Appendix 3. It notes that developments must not result in adverse impacts on the main transport corridors within the County Borough; where adverse impacts are predicted these must be mitigated. Policy PLA9 – outlines that adverse impacts of developments on Public Rights of Way (PRoWs) must be mitigated.</p> |
| Bridgend County Borough Council (BCBC) Local Transport Plan 2015 – 2030 (2015) <sup>7</sup> | Sets out the vision for Bridgend’s transport network. It includes priority KP4 which is to encourage safer, healthier and more sustainable travel.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

<sup>3</sup> Welsh Government (2021) Llwybr Newydd: the Wales transport strategy 2021. Available at: <https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021> (Accessed July 2026)

<sup>4</sup> Welsh Assembly Government (2008) The Wales Freight Strategy. Available at: <https://www.gov.wales/wales-freight-strategy> (Accessed July 2026)

<sup>5</sup> Welsh Government (2007) Planning Policy Wales Technical Advice Note 18: TRANSPORT. (online). Available at: <https://www.gov.wales/technical-advice-note-tan-18-transport> (Accessed June 2026)

<sup>6</sup> Bridgend County Borough Council (2024) Bridgend County Borough Local Development Plan 2018-2033. Available at: <https://www.bridgend.gov.uk/media/izcfigp1f/written-statement.pdf> (Accessed July 2026)

<sup>7</sup> Bridgend County Borough Council (2015) Local Transport Plan 2015 – 2030. Available at: <https://www.bridgend.gov.uk/council/plans-and-strategies/local-transport-plan/> (Accessed July 2026)

| Technical guidance document                                                                      | Context                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Transport for CCR-Regional Transport Plan for South East Wales (2025) <sup>8</sup>               | Outlines objectives including providing a transport network which enables modal shift to more sustainable transport for freight and goods movements.                                                                                                                                                                                                                                                                                                                                                                                    |
| South West Wales Regional Transport Plan 2025-2030 <sup>9</sup>                                  | Outlines policy and ambitions for transport over the south west Wales region. It includes the promotion of sustainable travel where possible. It includes the need to encourage freight movement by rail and ports.                                                                                                                                                                                                                                                                                                                     |
| Neath Port Talbot County Borough Council Local Development Plan (2011-2026) (2016) <sup>10</sup> | This document includes Policy SP 20 which states proposals will be resisted if they are considered to cause unacceptable impacts on highway safety. Policy TR2 states that a proposal will only be permitted if it does not compromise highway safety and efficiency and does not generate unacceptable levels of traffic. The plan includes Achieving Sustainable Accessibility objectives which include an objective to shift to more sustainable modes of freight transport and reduce the impacts of traffic growth and congestion. |
| Rhondda Cynon Taf Local Development Plan up to 2021(2011) <sup>11</sup>                          | Policy AW5 identifies that new development would have safe highways access and not cause or exacerbate congestion. Policy AW7 notes that developments that affect PRoWs and cycle tracks will only be permitted where, among other criteria, an equivalent of greater provision in the immediate locality replaces it.                                                                                                                                                                                                                  |

## Technical Guidance

12.2.4. A summary of the technical guidance for traffic and transport is given in **Table 12.2**.

**Table 12.2 Technical guidance relevant to the traffic and transport assessment.**

| Technical guidance document                                                                                                                                | Context                                                                                                                                                                                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Traffic and Movement (EATM) (IEMA, 2023) <sup>12</sup> | This is the current guidance for assessing potentially significant traffic and transport environmental effects. It has been referenced in the development of this traffic and transport assessment, particularly with regard to methodology of assessment as set out in Section 12.8. |

<sup>8</sup> Cardiff Capital Region (2025) Transport for CCR Regional Transport Plan for South East Wales. Available at: <https://www.cardiffcapitalregion.wales/about-ccr/transport/> (Accessed July 2026)

<sup>9</sup> South West Wales Corporate Joint Committee South West Wales Regional Transport Plan 2025-2030. Available at: <https://southwestcjc.gov.wales/media/sw3bocr2/59688-regional-transport-plan-publication-english-full-rtp-accessible.pdf> (Accessed July 2026)

<sup>10</sup> Neath Port Talbot County Borough Council (2016) Neath Port Talbot County Borough Council Local Development Plan (2011-2026). Available at:

<https://www.npt.gov.uk/planning-and-building-control/planning-policy/adopted-ldp-2011-2026/> (Accessed July 2026)

<sup>11</sup> Rhondda Cynon Taf County Borough Council (2011) Rhondda Cynon Taf Local Development Plan up to 2021. Available at: <https://www.rctcbc.gov.uk/EN/Resident/PlanningandBuildingControl/LocalDevelopmentPlans/LocalDevelopmentPlan20062021.aspx> (Accessed July 2026)

<sup>12</sup> Institute of Sustainability & Environmental Professionals (2023) Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Traffic and Movement (EATM).

## 12.3 Consultation and Engagement

### Overview

- 12.3.1. The assessment has been informed by consultation responses and ongoing stakeholder engagement. An overview of the approach to consultation is provided in **Chapter 4: Approach to Environmental Impact Assessment (EIA)**.

### Scoping Opinion

- 12.3.2. A Scoping Direction was issued by the Planning Inspectorate, on behalf of the Welsh Ministers, on 12 June 2026. A summary of the relevant responses received in the Scoping Direction in relation to traffic and transport and confirmation of how these have been addressed within the assessment to date is presented in **Table 12.3**.

**Table 12.3 Summary of EIA Scoping Direction Responses for traffic and transport**

| Consultee | Scoping Direction ID | Consideration                                                                                                                                                                                             | How addressed in this Draft ES                                                                                                                                                                                                                                                                                                                |
|-----------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BCBC      | ID.63 and ID.64      | Noted that further assessment may be required once access routes confirmed, particularly on routes with active travel infrastructure or where there are highways safety or junction sensitivity concerns. | The proposed construction Heavy Goods Vehicles (HGV) traffic route is set out in <b>Section 12.4</b> . The HGV construction traffic route does not include any BCBC highways. Assessment of likely significant traffic and transport effects is presented in <b>Section 12.9</b> .                                                            |
|           | ID.65                | Local cycle routes should be identified using DataMapWales and engagement with the local authority is required to ensure existing and proposed active travel routes are represented.                      | DataMapWales has been used (as set out in <b>Section 12.5</b> ) during the desktop study to determine the baseline cycling routes. It should be noted that the Proposed Development does not overlap any existing or future walking/cycling routes within the BCBC area listed on the DataMapWales Active Travel Network Maps <sup>13</sup> . |

<sup>13</sup> Welsh Government (2026) Active Travel Network Maps (online). Available at: <https://datamap.gov.wales/maps/active-travel-network-maps/view#/> (Accessed July 2026)

| Consultee                        | Scoping Direction ID | Consideration                                                                                                                                                                                                                       | How addressed in this Draft ES                                                                                                                                                                                                                                                                                                                         |
|----------------------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                      |                                                                                                                                                                                                                                     | The Outline PRowMP sets out PRowWs and National Cycle Network (NCN) routes that overlap with the Proposed Development, which includes footpaths and bridleways within the BCBC area. PRowWs in the vicinity of the Proposed Development are shown on <b>Figure 12.3</b> .                                                                              |
|                                  | ID.66                | Noted that several PRowWs and claimed PRowWs across the development and the development should minimise impacts on the PRowW network in line with local policy PLA6.                                                                | The key point of policy PLA9 is set out in <b>Table 12.1. Appendix 12A</b> presents an Outline PRowMP which sets out indicative overarching management measures to minimise impact on PRowWs. The Outline PRowMP will be finalised into a full PRowMP.                                                                                                 |
|                                  | ID.74                | Consideration should be given to committed developments likely to be completed during the construction phase, once construction routes are known.                                                                                   | Committed developments are considered, in relation to traffic and transport, in <b>Section 12.10</b> .                                                                                                                                                                                                                                                 |
| Neath Port Talbot Council (NPTC) | ID.63 and ID.67      | The transport assessment should clearly identify construction access routes and extent of use of highways in neighbouring authorities. Cross-boundary effects on highway safety, traffic flow and local amenity should be assessed. | The proposed construction HGV traffic route is set out in <b>Section 12.4</b> . The HGV construction traffic route includes the NPTC highway network for the 250m stretch of the A4107 between two access tracks within the Proposed Development. Assessment of likely significant traffic and transport effects is presented in <b>Section 12.9</b> . |
| Welsh Government                 | ID.68                | Transport of AILs from the SRN to the Site needs to be demonstrated as achievable with detail                                                                                                                                       | This Chapter is accompanied by <b>Appendix 12C</b> Abnormal Load Access Study which                                                                                                                                                                                                                                                                    |

| Consultee             | Scoping Direction ID | Consideration                                                                                                                                                                                                                                                                                                                             | How addressed in this Draft ES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Transport Directorate |                      | provided of vehicle dimensions, route constraints, weights and Swept Path Analysis. AIL access should minimise safety and congestion impacts on the SRN.                                                                                                                                                                                  | provides details including the proposed AIL route and route constraints.                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                       | ID.69 and ID.70      | A Traffic Management Plan should be prepared to manage general construction traffic and abnormal load deliveries. The ES should assess impacts of abnormal load deliveries and construction traffic, providing sufficient information to demonstrate how construction traffic and abnormal load deliveries will be managed and mitigated. | This chapter is accompanied by <b>Appendix 12C</b> Abnormal Load Access Study which provides details including the proposed AIL route and route constraints.<br><b>Appendix 12B</b> presents an Outline CTMP, which will be finalised into a full CTMP prior to construction works commencing, in consultation with the relevant highway authorities.                                                                                                                                                                     |
|                       | ID.71                | A Road Safety Audit (RSA) should be undertaken in accordance with DMRB GG119.                                                                                                                                                                                                                                                             | An RSA can be undertaken at the appropriate time, if required.                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                       | ID.72                | Structures along routes used by construction traffic and abnormal loads, including bridges, culverts, retaining walls and embankments should be assessed and any strengthening requirements determined.                                                                                                                                   | This Chapter is accompanied by <b>Appendix 12C</b> Abnormal Load Access Study which provides details including the proposed AIL route and route constraints.<br><b>Appendix 12B</b> presents an Outline CTMP, this will be finalised into a full CTMP prior to construction works commencing, in consultation with the relevant highway authorities. The Outline CTMP includes a requirement for a highway condition survey in order to identify damage attributable to the Proposed Development construction traffic (as |

| Consultee                                         | Scoping Direction ID | Consideration                                                                                                                                                                                                                                                            | How addressed in this Draft ES                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                   |                      |                                                                                                                                                                                                                                                                          | further detailed in <b>Appendix 12B</b> ).                                                                                                                                                                                                                                                                                                                                                           |
|                                                   | ID.73                | Pre, during and post construction condition surveys should be undertaken with mechanisms for remediation of any damage attributable to the development traffic.                                                                                                          | <b>Appendix 12B</b> presents an Outline CTMP, this will be finalised into a full CTMP prior to construction works commencing, in consultation with the relevant highway authorities. The Outline CTMP includes a requirement for a highway condition survey in order to identify damage attributable to the Proposed Development construction traffic (as further detailed in <b>Appendix 12B</b> ). |
| Rhondda Cynon Taf County Borough Council (RCTCBC) | ID.68 and ID.69      | Abnormal load movements should be addressed through a Traffic Management Plan. As should management of construction traffic including convoy arrangements, passing places, holding areas, contingency planning, temporary traffic management and stakeholder engagement. | This chapter is accompanied by <b>Appendix 12C</b> Abnormal Load Access Study which provides details including the proposed AIL route and route constraints.<br><b>Appendix 12B</b> presents an Outline CTMP, which will be finalised into a full CTMP prior to construction works commencing, in consultation with the relevant highway authorities.                                                |
|                                                   | ID.74                | Cumulative impacts from other abnormal load-generating developments using the same routes should be considered.                                                                                                                                                          | Committed developments are considered in relation to traffic and transport, in <b>Section 12.10</b> .                                                                                                                                                                                                                                                                                                |
|                                                   | ID.70                | The ES should assess impacts of abnormal load deliveries and construction traffic, providing sufficient information to demonstrate how construction traffic and abnormal load                                                                                            | This Chapter is accompanied by <b>Appendix 12C</b> Abnormal Load Access Study which provides details including the proposed AIL route and route constraints.                                                                                                                                                                                                                                         |

| Consultee                                       | Scoping Direction ID                 | Consideration                                                                                                                                                                                                                                                                            | How addressed in this Draft ES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                 |                                      | deliveries will be managed and mitigated.                                                                                                                                                                                                                                                | <b>Appendix 12B</b> presents an Outline CTMP, which will be finalised into a full CTMP prior to construction works commencing, in consultation with the relevant highway authorities.                                                                                                                                                                                                                                                                                                                                |
| Planning and Environment Decisions Wales (PEDW) | ID.68                                | The ES should assess likely significant effects on the SRN where the development relies upon SRN infrastructure during construction, operation or decommissioning along with likely significant effects of AIL movements.                                                                | As outlined in detail within <b>Section 12.7</b> , traffic and transport impacts during operation and decommissioning are scoped out of the assessment. While construction traffic will use the SRN the peak average daily construction traffic would not be anticipated to significantly impact on the SRN.<br><br>AIL movements may impact on the SRN, and this is assessed in <b>Appendix 12C</b> , the Abnormal Load Access Study which provides details including the proposed AIL route and route constraints. |
|                                                 | ID.72 and ID.73                      | Likely significant effects on highways structures and infrastructure should be assessed in the ES and appropriate mitigation outlined.                                                                                                                                                   | This Chapter is accompanied by <b>Appendix 12C</b> Abnormal Load Access Study which provides details including the proposed AIL route and route constraints.                                                                                                                                                                                                                                                                                                                                                         |
|                                                 | ID.63, ID.64, ID.65, ID.67 and ID.69 | The ES should assess likely significant effects of construction traffic, including access routes, traffic volumes, vehicle types and impacts on highways users and local communities. This should include effects on highways safety, junction operation and road network capacity where | Assessment of likely significant traffic and transport effects is presented in <b>Section 12.9</b> . This Chapter is accompanied by <b>Appendix 12C</b> Abnormal Load Access Study which provides details including the proposed AIL route and route constraints.<br><b>Appendix 12A and 12B</b>                                                                                                                                                                                                                     |

| Consultee | Scoping Direction ID | Consideration                                                                                                                                                                                                                                                                                                                                                                                                                                                             | How addressed in this Draft ES                                                                                                                                                                                                                                                                                       |
|-----------|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|           |                      | significant effects may arise. It should also include potential impacts on active travel infrastructure and users where construction traffic, abnormal loads or highways works may have an effect. It should include cross-boundary effects where traffic is likely to affect neighbouring authority areas. It states that sufficient information should accompany the ES to demonstrate management and mitigation for construction traffic and abnormal load deliveries. | the Outline PRoWMP and Outline CTMP provide an outline of mitigation and management measures to minimise the traffic and transport effects on other transport network users and local communities.                                                                                                                   |
|           | ID.66                | The ES should assess likely significant effects on PRoWs, including recreational assessments, including relating to direct impacts, diversions and closures, accessibility, safety and user experiences through construction, operation and decommissioning.                                                                                                                                                                                                              | The assessment of likely significant effects, presented in <b>Section 12.912.7</b> , includes assessment of impacts on PRoWs in the construction and operational phases. As set out in detail in <b>Section 12.7</b> , effects during decommissioning have been scoped out of this traffic and transport assessment. |
|           | ID.74                | The ES should assess cumulative traffic and transport impacts where there is potential for significant cumulative effects.                                                                                                                                                                                                                                                                                                                                                | Committed developments are considered, in relation to traffic and transport, in <b>Section 12.10</b> .                                                                                                                                                                                                               |

## Technical Engagement

- 12.3.3. Beyond submission of the Scoping Report and receipt of the Scoping Direction, no specific technical engagement has occurred in order to develop this Chapter.
- 12.3.4. This Draft ES has been prepared for the statutory consultation process through August 2026 and September 2026. The process will provide an opportunity for stakeholders to provide comments on this assessment and supporting AIL study (**Appendix 12C**), Outline PRoWMP (**Appendix 12A**) and Outline CTMP (**Appendix 12B**). Comments provided will be considered and actioned where appropriate for the submission of the Final ES.

## 12.4 Data gathering methodology

### Study area

- 12.4.1. The traffic and transport study area is based on the likely Proposed Development construction HGV traffic routes from the Site to the trunk road network. For the assessment this includes sections of the A4061 and A4107 as set out below.
- 12.4.2. The construction HGV traffic will route from the A465 (part of the trunk road network) onto the A4061 Rhigos Road, it will then exit the local road network into the Proposed Development access track north of the A4107. Construction HGVs will then rejoin the local road network on the A4107, for approximately 250m in order to access another access track south of the A4107 to reach the Northern Array and the Southern Array. These road sections are shown on **Figure 12.1**. Beyond these roads, traffic from the Proposed Development would use the wider road network where its percentage change effect would be minimal, due to the existing high traffic flow and capacity on these routes and construction traffic would distribute to a point where the effects from traffic would be minimal.
- 12.4.3. For the assessment of PRowS, the traffic and transport study area consists of the Site.
- 12.4.4. The full abnormal loads, also referred to as abnormal indivisible loads (AILs), route is not included within the traffic and transport study area, only the section that overlaps with the construction HGV traffic route. The assessment and study area for the AIL route and impact is different due to the need for specialist assessment. This is because these abnormal load movements require specialist assessment of feasible routes for the delivery vehicle and entails separate discussion with the highway authorities. The routing of the AIL is described in **Appendix 12C** and constraints and potential mitigation actions set out.

### Desk Study

- 12.4.5. A summary of the organisations that have supplied data, together with the nature of that data is outlined in **Table 12.4**.

**Table 12.4 Data sources used to inform the traffic and transport assessment**

| Organisation     | Data source                                                                                 | Data provided                                       |
|------------------|---------------------------------------------------------------------------------------------|-----------------------------------------------------|
| Google           | Google Earth/Google Maps <sup>14</sup>                                                      | Online mapping, traffic and streetview information. |
| Traffic Wales    | <a href="https://traffic.wales/our-roads">https://traffic.wales/our-roads</a> <sup>15</sup> | SRN network information.                            |
| Welsh Government | Datamap Wales <sup>16</sup>                                                                 | Open Access Land (OAL) information.                 |
| Welsh Government | Datamap Wales <sup>13</sup>                                                                 | Active travel infrastructure information.           |

<sup>14</sup> Google (2026) Google Maps and Google Earth Pro (online). Available at: [www.google.co.uk/maps](http://www.google.co.uk/maps) (Accessed June 2026)

<sup>15</sup> Traffic Wales Our Roads (online). Available at: <https://traffic.wales/our-roads> (Accessed July 2026)

<sup>16</sup> Welsh Government (2016 and 2017) DataMapWales. (online) Available at:

[https://datamap.gov.wales/search/?title\\_\\_icontains=open%20access&abstract\\_\\_icontains=open%20access&keywords\\_\\_name\\_\\_icontains=open%20access&purpose\\_\\_icontains=open%20access&f\\_method=or&limit=20&offset=0](https://datamap.gov.wales/search/?title__icontains=open%20access&abstract__icontains=open%20access&keywords__name__icontains=open%20access&purpose__icontains=open%20access&f_method=or&limit=20&offset=0) (Accessed June 2026)

| Organisation                   | Data source                                                                                                                                               | Data provided                             |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| Walk Wheel Cycle Trust         | <a href="https://www.walkwheelcycletrust.org.uk/national-cycle-network/">https://www.walkwheelcycletrust.org.uk/national-cycle-network/</a> <sup>17</sup> | National Cycle Network (NCN) information. |
| BCBC                           | BCBC Web Mapping <sup>18</sup>                                                                                                                            | PRoW information.                         |
| RCTCBC                         | Map of PRoW <sup>19</sup>                                                                                                                                 | PRoW information.                         |
| NPTCBC                         | PRoW map <sup>20</sup>                                                                                                                                    | PRoW information.                         |
| Crashmap                       | DfT data published by <a href="http://www.crashmap.co.uk">www.crashmap.co.uk</a> <sup>21</sup>                                                            | Collision data.                           |
| National Rail                  | <a href="https://www.nationalrail.co.uk/">https://www.nationalrail.co.uk/</a> <sup>22</sup>                                                               | Public transport data – rail.             |
| Stagecoach                     | Timetables <sup>23</sup>                                                                                                                                  | Public transport data – bus.              |
| Adventure travel               | Bus services <sup>24</sup>                                                                                                                                | Public transport data – bus.              |
| Department for Transport (DfT) | Trip End Model Presentation Program (TEMPPro) <sup>25</sup>                                                                                               | Background traffic growth factors.        |

## Survey work

- 12.4.6. Suitable publicly available, verified and up to date traffic flow data for the A4107 and A4061 sections were not available. Therefore, Automatic Traffic Count (ATC) surveys were undertaken in June 2026 (4 June 2026 to 10 June 2026) by Nationwide Data Collection. These surveys were undertaken to record traffic flow data for the A4107 and the A4061. The location of each traffic survey is shown on **Figure 12.1**. These locations were selected as representative of their respective roads within the traffic and transport study area.

<sup>17</sup> Walk Wheel Cycle Trust (2026) The National Cycle Network (online). Available at: <https://www.walkwheelcycletrust.org.uk/national-cycle-network/> (Accessed July 2026)

<sup>18</sup> Bridgend County Borough Council (2025) Web Mapping (online). Available at: <https://maps.bridgend.gov.uk/webmap9/Map.aspx?MapName=OSWMTSBasemap> (Accessed June 2026)

<sup>19</sup> Rhondda Cynon Taf RCT CBC Maps (online). Available at: [https://maps.npt.gov.uk/rights\\_of\\_way/index.html](https://maps.npt.gov.uk/rights_of_way/index.html) (Accessed June 2026)

<sup>20</sup> Neath Port Talbot (2016) Rights of Way map (online). Available at: [https://maps.npt.gov.uk/rights\\_of\\_way/index.html](https://maps.npt.gov.uk/rights_of_way/index.html) (Accessed June 2026)

<sup>21</sup> DfT data published by [www.crashmap.co.uk](http://www.crashmap.co.uk)

<sup>22</sup> National Rail (2026) National Rail (online). Available at: <https://www.nationalrail.co.uk/> (Accessed July 2026)

<sup>23</sup> Stagecoach (2026) Timetables (online). Available at: <https://www.stagecoachbus.com/timetables> (Accessed July 2026)

<sup>24</sup> Adventure travel (2026) Bus Services (online). Available at: <https://www.adventuretravel.cymru/bus-services/aberdare/8a> (Accessed July 2026)

<sup>25</sup> Department for Transport's Trip End Model Presentation Program <https://www.gov.uk/government/publications/trip-end-model-presentation-program-tempo-download>

## 12.5 Overall baseline

### Current baseline

- 12.5.1. This section sets out the key features of the transport network within the traffic and transport study area and in the vicinity of the Site. Key elements are shown on **Figures 12.1, 12.2, 12.3 and 12.4**.

### Local Road Network

- 12.5.2. The local road network within the traffic and transport study area is shown on **Figure 12.1** and includes a section (approximately 3.2 km) of the A4016 (Rhigos Road) and a section (approximately 250 m) of the A4107. These sections of road are described below.

#### A4061 (Rhigos Road)

- 12.5.3. The A4061 connects to the SRN in the north at the A465 and routes to the M40 and Bridgend in the south.
- 12.5.4. The approximately 3.2 km of Rhigos Road within the traffic and transport study area has two slightly different characteristics:
- The section of the A4061 (Rhigos Road) between the Site access on the A4061 and the roundabout with Rhigos Road is a single carriageway road with sections subject to a 40 mph speed limit and National Speed Limit (NSL). This section routes through a rural area, does not have streetlighting and does not have footways aside from a short section on approach to the junction with Rhigos Road providing pedestrian connection to commercial/industrial land use.
  - The section of the A4061 (Rhigos Road) from the roundabout with Rhigos Road to the A465 (Heads of the Valley Road) is a single carriageway road, still subject to the NSL, with a footway on the southern side of the carriageway and a shared foot/cycleway on the northern side of the carriageway, typically without streetlighting. There are commercial/industrial land uses and an access to residential property at the western end, along with a bus stop.

#### A4107

- 12.5.5. The A4017 routes from the A4061 in the east to Port Talbot and the M4 in the west. Near the Site, the road provides a connection between Cymmer and Treorchy.
- 12.5.6. The approximately 250 m of this road within the traffic and transport study area is a single carriageway road subject to the NSL. The road section does not have footway provision or streetlighting.

### Strategic Road Network

- 12.5.7. The nearest connection, and the connection on the construction HGV traffic route, to the SRN is the A4061 (Rhigos Road)/A465 (Heads of the Valley Road)/A4059 junction. This is located to the north of the Proposed Development.
- 12.5.8. The A465 provides access to the wider SRN, connecting to the M4 to the southwest of the Proposed Development and to the A470 and A40 in the east. The A465 also routes into

England where it is part of the Major Road Network (MRN) and connects to the National Highways SRN at the A49 near Hereford.

## Traffic Flow Data

- 12.5.9. As set out in **Section 12.4**, ATCs were undertaken at two locations in the traffic and transport study area, one on the A4107 (ATC1) and one on the A4061 (ATC2). The locations of the ATCs are shown on **Figure 12.1**. A summary of the Average Annual Daily Traffic (AADT) is presented in **Table 12.5**.

**Table 12.5 June 2026 ATC Summary**

| Data Source ID | Road         | 2026 AADT      |          | 2026 12hr Flow |          |
|----------------|--------------|----------------|----------|----------------|----------|
|                |              | Total Vehicles | HGV Only | Total Vehicles | HGV Only |
| ATC1           | <b>A4107</b> | 1,145          | 164      | 927            | 147      |
| ATC2           | <b>A4061</b> | 3,926          | 579      | 3,237          | 501      |

- 12.5.10. ATC1 recorded a mean speed of 38.8mph and 85<sup>th</sup> percentile speed of 45.2mph. ATC2 recorded a mean speed of 53.4mph and 85<sup>th</sup> percentile speed of 61.8mph.
- 12.5.11. Google Maps traffic function has also been reviewed as it is able to demonstrate where 'typical' congestion occurs on the highway network for any time period selected by the reviewer. Google is able to demonstrate 'live' and 'typical' traffic conditions. Typical peak hours (08:00-09:00/17:00-18:00) have been reviewed to assess traffic congestion during the AM and PM weekday periods for the roads in the study area. The A4017 section within the study area exhibits some light congestion during the AM peak hour, with free-flowing traffic in the PM peak hour. The A4061 section within the study area, and at the junction with the A465, shows free-flowing traffic in both the AM and PM peaks.

## Collision Data

- 12.5.12. Personal Injury Accident (PIA) data has been sourced from Crashmap<sup>21</sup>. The latest available and verified five-year period of PIA data is 2020-2024 inclusive.
- 12.5.13. The purpose of assessing recorded PIAs is to determine if there is a history of accidents in proximity to the Site and to investigate any patterns or contributing factors to the accidents recorded. Clusters of accidents could indicate that improvements are required to enable development on the Site to come forward. Consideration, during this assessment, has been given to accidents involving vulnerable road users (cyclists / pedestrians) and accidents involving a goods vehicle has also been noted.
- 12.5.14. Collisions are classified based on severity of injuries sustained:
- Fatal: any death that occurs within 30 days from causes arising out of the accident.
  - Serious: records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
  - Slight: injury severity is defined as injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

- 12.5.15. **Figure 12.4** shows the PIA study area and **Table 12.6** summarises the collisions recorded for the PIA study area from 2020 to 2024.

**Table 12.6 2020 to 2024 PIA summary**

| Road Section / Junction                                                                                                                  | Number of Collisions by Injury Severity |         |       | Total | Average Annual Accident Rate | Number of Collisions Recording Vulnerable Road User* Casualties |
|------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------|-------|-------|------------------------------|-----------------------------------------------------------------|
|                                                                                                                                          | Slight                                  | Serious | Fatal |       |                              |                                                                 |
| A4107 between A4061 and the Site access point on the A4017.                                                                              | 1                                       | 0       | 0     | 1     | 0.2                          | -                                                               |
| A4107 between the Site access point on the A4107 and Maesteg Road                                                                        | 5                                       | 2       | 0     | 7     | 1.4                          | 1 x cyclist (slight)<br>2 x cyclist (serious)                   |
| A4061 (Rhigos Road) between the Site access point on the A4061 and the A4061 (Rhigos Road)/A465 (Heads of the Valley Road/A4059 junction | 1                                       | 0       | 0     | 1     | 0.2                          | -                                                               |
| The A4061 (Rhigos Road)/A465 (Heads of the Valley Road/A4059 junction                                                                    | 3                                       | 0       | 0     | 3     | 0.6                          | -                                                               |

\* Vulnerable road user casualties are pedestrian and cyclists in this summary.

Data source: DfT data published by [www.crashmap.co.uk](http://www.crashmap.co.uk)

- 12.5.16. The recorded collisions show only one section of road in the PIA study area with an average annual accident rate of greater than 1, the A4107 to the west of the Proposed Development access on the A4107 to Maesteg Road. These collisions are not clustered together.

## Public Transport

### Rail

- 12.5.17. The nearest railway stations to the Proposed Development are Maesteg, Maesteg (Ewenny Road), and Garth Railway Station. These stations provide services towards Ebbw Vale Town via Bridgend and Cardiff Central<sup>23</sup>.

## Bus

- 12.5.18. The nearest bus stops to the Proposed Development are located within Maesteg, Pontycymer, Abergwynfi, Tynewdd, which are served by a range of bus services.
- 12.5.19. There are bus stops on the HGV construction traffic route, located on the A4061 (Rhigos Road). These stops are served by the:
- 8 Stagecoach<sup>23</sup> service – which operates a service once per hour per direction Monday to Saturday; and
  - 8A Adventure travel<sup>24</sup> service – which operates on Sundays only with five services per direction.

## Active Travel

### Cycling Provision

- 12.5.20. As summarised in the description of the local road network, within the traffic and transport study area there is a section of shared foot/cycleway on the east-west orientated section of the A4061. The DataMapWales<sup>13</sup> active travel network map shows this provision with a route ID of RCTAT16b. The map also shows that a further section of the A4061 within the traffic and transport study area is a long-term priority route for walking and cycling, however, no details are provided as to any specific construction plan.
- 12.5.21. The NCN<sup>17</sup> provides active travel connections within and near the Site, comprised of both on-road and traffic free route section. NCN routes in the vicinity of the Site are shown on **Figure 12.2**. Of particular note, NCN Route 47 routes within the Site along part of the access track proposed as the construction HGV traffic route between the A4061 and the A4107. Route 47 connects with Route 881 in the east (which itself provides connection to Pontypridd) and Port Talbot in the southwest, with connections to various other NCN routes.

### Pedestrian Provision

- 12.5.22. As summarised in the description of the local road network, within the traffic and transport study area there is no footway provision on the A4017 and there is only footway provision (and a short section of shared foot/cycleway) on the east-west orientated section of the A4061.

### Public Rights of Way

- 12.5.23. Multiple PRoWs<sup>18;19 and 20</sup> are located within the Proposed Development. PRoWs in the vicinity of the Site are shown in **Figure 12.3** (with a more detailed plan as **Figure 12A.1** within **Appendix 12A**). Potentially affected PRoWs are located within BCBC, RCTCBC and NPTCBC areas. A full list of PRoWs within the Development Site, along with their interaction with the Proposed Development, is provided within **Appendix 12A**. In summary, there are 32 PRoWs (18 footpaths, 12 bridleways and one uncategorised PRoW) within the Development Site. The Development Site includes the access tracks linking construction traffic from the A4061 to the A4107 and from the A4107 to the Northern Array and Southern Array. In total nine PRoWs are potentially affected by the Northern Array and Southern Array.

## Future baseline

- 12.5.24. In order to establish the future year baseline, a growth factor is applied to the baseline 12hr 2026 traffic flows (**Table 12.5**). The future year for assessment is 2029, the year of peak construction traffic as set out in detail in **Section 12.9**. A growth factor (1.0359) has been derived from TEMPro<sup>25</sup> version 8.1 (for the core scenario for the average road in RCTBC, BCBC and NPTC) and applied to the 2026 12hr traffic flows. The resultant 2029 12hr future year traffic flows are set out in **Table 12.7**.

**Table 12.7 Future baseline 12hr traffic flow summary**

| Road  | Data Source ID | 2029 12hr Flow |          |
|-------|----------------|----------------|----------|
|       |                | Total Vehicles | HGV Only |
| A4107 | ATC1           | 960            | 152      |
| A4061 | ATC2           | 3,353          | 519      |

## 12.6 Embedded measures

- 12.6.1. A range of environmental measures have been embedded into the Proposed Development. **Table 12.8** outlines how these embedded measures will influence the traffic and transport assessment.

**Table 12.8 Summary of the embedded environmental measures**

| Receptor                                                                                                            | Potential changes and effects                                                                                                                                                                                                                     | Embedded measures                                                                                                                                                                                                                        | Compliance mechanism                                                                                                              |
|---------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| <b>Construction</b>                                                                                                 |                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                          |                                                                                                                                   |
| Occupants of land uses alongside a highway link and users of a highway link in the traffic and transport study area | Severance, driver delay, non-motorised user amenity, non-motorised user delay, fear and intimidation and road safety: the risk of accidents occurring where the Proposed Development is expected to produce a change in the character of traffic. | The Outline CTMP ( <b>Appendix 12B</b> ) provides an overview of likely measures that will be included within the final CTMP. The final CTMP will confirm the abnormal loads delivery route and be accompanied by a route survey report. | CTMP (final CTMP to be produced and submitted to the relevant highways authorities) which would be secured by planning condition. |
| Users of PRoWs                                                                                                      | Potential impact on non-motorised user delay and amenity.                                                                                                                                                                                         | The Outline PRoWMP ( <b>Appendix 12A</b> ) provides an overview of likely measures that will be provided within the full PRoWMP.                                                                                                         | PRoWMP (final PRoWMP to be produced and submitted to the relevant PRoW officers) which would be secured by planning condition.    |

| Receptor         | Potential changes and effects                             | Embedded measures                                                                                                            | Compliance mechanism                                                                                                           |
|------------------|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| <b>Operation</b> |                                                           |                                                                                                                              |                                                                                                                                |
| Users of PRowS   | Potential impact on non-motorised user delay and amenity. | The Outline PRowMP ( <b>Appendix 12A</b> ) provides an overview of likely measures that will be provided in the full PRowMP. | PRowMP (final PRowMP to be produced and submitted to the relevant PRow officers) which would be secured by planning condition. |

## 12.7 Scope of the assessment

### The Proposed Development

- 12.7.1. The scope of the following assessment is based upon a review of the baseline information detailed in **Section 12.5** and the Proposed Development description set out with **Chapter 4: Development Description**.

### Spatial Scope

- 12.7.2. The spatial scope of the assessment of traffic and transport covers the area of the Development Site and the local road network sections within the traffic and transport study area. These road sections are shown in **Figure 12.1** and consist of:
- A4107- between each access track on the A4017; and
  - A4061 – between the A465 and the access track from the A4061 to the Proposed Development.
- 12.7.3. The traffic and transport study area roads were identified based on the construction HGV traffic route. These highway links provide comprehensive coverage of the construction HGV traffic routes to/from the Site. Beyond these roads, construction HGV traffic from the Proposed Development would access the wider road network where its percentage change effect would be minimal, due to the existing high traffic flow and capacity on these routes and construction traffic would distribute to a point where the effects from traffic would be minimal.
- 12.7.4. This spatial scope has informed the basis of the study area described in **Section 12.5**.

### Temporal Scope

- 12.7.5. The temporal scope of the assessment of traffic and transport is based on EATM guidance which advises assessing the period of largest traffic flow change due to the Proposed Development.
- 12.7.6. Relatively little traffic generation is anticipated during operation, limited to occasional visits to the Site for maintenance checks. Therefore, as outlined in the Scoping Report (**Appendix 1A**), operational traffic would be expected to be negligible and thus operational traffic and transport effects were 'scoped out' of the assessment. The

exception to this is the potential impacts on PRowWs within the Development Site during the operational period which are included in the assessment.

- 12.7.7. The Proposed Development will be designed with an operational life of 30 years. As outlined in the Scoping Report (**Appendix 1A**), decommissioning traffic would be expected to be less than construction traffic (under the assumption that some elements of the Proposed Development, such as access tracks, would remain in situ). Additionally, the baseline transport context would have changed significantly over a 30-year period and therefore assessment undertaken now would no longer be valid at decommissioning. It may be appropriate for an assessment of traffic and transport effects to be undertaken prior to decommissioning.
- 12.7.8. Therefore, for the Proposed Development the majority of traffic will be generated during the construction stage and so the temporal scope of the traffic and transport assessment focuses on the construction phase (with the exception of impact on PRowWs which considers both the operational and construction phase).
- 12.7.9. The year in which the peak daily construction traffic movements are anticipated to occur will be the year of assessment for traffic and transport effects. It is currently anticipated that peak construction traffic will occur in month three of the construction programme (as detailed in **Section 12.9**). Construction is anticipated to commence in 2029 and therefore the future year of assessment for the traffic and transport assessment is 2029.

## Potential Receptors

- 12.7.10. Transport receptors are the users or beneficiaries of the highways network assets and facilities, such as pedestrians, cyclists, equestrians, and drivers who travel within the vicinity of the Proposed Development. EATM identifies the following key user groups: non-motorised users (NMU), PRowW users, motorists/freight vehicles, public transport and emergency services. It further identifies sensitive locations or users that may be affected:
- *“People at home;*
  - *people at work;*
  - *sensitive and/or vulnerable groups (including young age; older age; income; health status; social*
  - *disadvantage; and access and geographic factors);*
  - *locations with concentrations of vulnerable users (e.g. hospitals, places of worship, schools);*
  - *retail areas;*
  - *recreational areas;*
  - *tourist attractions;*
  - *collision clusters and routes with road safety concerns;*
  - *junctions and highway links at (or over) capacity”.*
- 12.7.11. The principal traffic and transport receptors that have been identified as being potentially subject to effects are summarised in **Table 12.9**.

**Table 12.9 Traffic and transport receptors subject to potential effects**

| Receptor                                                                                                                                                                                                                   | Reason for consideration                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| A4107- between each access track on the A4017 – transport users of the road and recreation/leisure users of adjacent land.                                                                                                 | This road section (representing their roads users and users of adjacent land uses) is on the local road network construction traffic route. |
| A4061 – between the A465 and the access track from the A4061 to the Proposed Development - transport users of the road and users of the small number of recreation/leisure and commercial facilities adjacent to the road. | This road section (representing their roads users and users of adjacent land uses) is on the local road network construction traffic route. |
| Users of the PRoW (or other key access routes/areas) within the Proposed Development                                                                                                                                       | These may be impacted by the construction and/or operation of the Proposed Development due to construction traffic or built infrastructure. |

### Likely significant effects

12.7.12. EATM sets out likely traffic and transport effects as summarised and defined as per the following:

- Severance: the separation of people from places and other people and places or impede pedestrian access to essential facilities.
- Driver delay: traffic delays to non-development traffic.
- Non-motorised user amenity: the effect of the relative pleasantness of a pedestrian journey resulting from changes in traffic flow, traffic composition and pavement width/separation.
- Non-motorised user delay: the ability of people to cross roads as a result of changes in traffic volume, composition and speed, the level of pedestrian activity, visibility and general physical conditions of the Proposed Development.
- Fear and intimidation: the change in fear and intimidation levels experienced by people as a result of an increase in traffic volume and its proximity or the lack of protection caused by such factors as narrow pavement widths.
- Road safety: the risk of accidents occurring where the Proposed Development is expected to produce a change in the character of traffic.
- Hazardous and large loads: the potential impact of the movement of hazardous and large loads including based on the nature of the load and potential risk and impact of an accident event occurring.

12.7.13. The effects on traffic and transport receptors which have the potential to be significant and have been taken forward for detailed assessment are summarised in **Table 12.10**.

**Table 12.10 Summary of effects scoped into of the traffic and transport assessment**

| Receptors/potential effects                                                                                                                                                                                     | Justification                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Construction Phase</b>                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Effects of severance, driver delay, non-motorised user amenity, non-motorised user delay, fear and intimidation and road safety on occupants of land uses alongside a highway link and users of a highway link. | These effects are potential likely significant effects of the Proposed Development and require assessment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Effects to non-motorised user amenity and delay to PRow (or other key public access routes/areas) users                                                                                                         | These effects are potential likely significant effects of the Proposed Development and require assessment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Effects of abnormal load movements on occupants of land uses alongside a highway link and users of a highway link.                                                                                              | <p>AIL movements are anticipated within the construction phase. While AIL movements can be disruptive to other road users, the effects of the movement of AILs would be managed in line with highway authority requirements and guidance in legislation and requirements in order to minimise the impact of AIL movements. The highway authority, and other key parties, would be consulted with and notified, as required, relating to the movement of AILs to ensure the most appropriate and suitable route is utilised and to minimise disruption to a reasonably practicable extent.</p> <p>While there may be AIL movements within the decommissioning phase, these movements would be assessed at a suitable time prior to decommissioning.</p> |
| <b>Operational Phase</b>                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Effects to non-motorised user amenity and delay to PRow (or other key public access routes/areas) users                                                                                                         | These effects are potential likely significant effects of the Proposed Development and require assessment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

- 12.7.14. The effects on traffic and transport receptors which have not been taken forward for detailed assessment are summarised in **Table 12.11**.

**Table 12.11 Summary of effects scoped out of the traffic and transport assessment**

| Receptors/potential effects                                                                                           | Justification                                                                                                                                                                                                                              |
|-----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Effects of hazardous loads on occupants of land uses alongside a highway link and users of a highway link.            | No hazardous load movements are anticipated to be required for the Proposed Development and therefore there are no anticipated likely significant traffic and transport effects relating to hazardous loads.                               |
| Operational traffic and transport effects (excluding effects relating to PRow (etc) within the Proposed Development). | Operational traffic would be expected to be negligible, consisting of occasional visits to the Site for maintenance checks and therefore there are no anticipated likely significant traffic and transport effects of operational traffic. |

| Receptors/potential effects                    | Justification                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Decommissioning traffic and transport effects. | Less traffic is anticipated to be generated during decommissioning than during construction. Therefore, in line with EATM, the construction traffic should be assessed, as it is therefore the 'worst-case' traffic generation for the development and therefore has the greatest potential for significant traffic and transport effects. Additionally, the baseline transport context would have changed significantly over a 30-year period (the proposed operation life of the Proposed Development) and therefore assessment undertaken now would no longer be valid at decommissioning. Decommissioning traffic and transport effects are therefore scoped out of the assessment; a separate assessment of decommissioning traffic and transport effects could be conducted prior to decommissioning should there be concerns in respect to decommissioning. |

## 12.8 Assessment methodology

- 12.8.1. The generic project-wide approach to the assessment methodology is set out in **Chapter 2: Approach to EIA**. However, whilst this has informed the approach that has been used in this traffic and transport assessment, it is necessary to set out how this methodology has been applied, and adapted as appropriate, to address the specific needs of this traffic and transport assessment.
- 12.8.2. As previously outlined, EATM advises that the greatest environmental change will generally be when the Proposed Development traffic is at the largest proportion of the total flow and therefore, the assessment of traffic and transport effects on highways has been undertaken for the construction phase. This will represent the reasonable worst-case scenario of traffic and transport effects.
- 12.8.3. EATM sets out two rules to establish the need for an environmental assessment of traffic and transport effects on highways receptors, relating to the proportional change in traffic flows on highways with the Proposed Development traffic:
- *“Rule 1: Include highway links where traffic flows will increase by more than 30% (or where the number of heavy goods vehicles will increase by more than 30%).*
  - *Rule 2: Include highway links of high sensitivity where traffic flows have increased by 10% or more”.*
- 12.8.4. Rule 1 and Rule 2 will be used to identify highways within the traffic and transport study area that required detail assessment within the EIA. It should be noted that impacts of construction traffic will be temporary in duration, and therefore effects will be temporary.
- 12.8.5. For the assessment of impacts on PRowS (and other key public access routes/areas) in terms of non-motorised user amenity and delay, in both the construction and operational phases of the Proposed Development, the nature of the interaction between the

route/area and the Proposed Development is considered (which are identified within **Appendix 12A**).

## Determination of receptor sensitivity, magnitude of change and significance of effect

- 12.8.6. Each highway section that forms part of the construction traffic route will be assigned a receptor sensitivity of high, medium, low or negligible based on the guidance provided within EATM and professional judgement. This includes consideration of proximity of sensitive receptors to the roads to be used by construction traffic and the highway environment, as summarised in **Table 12.12**.

**Table 12.12 Receptor Sensitivity**

| Sensitivity       | Description/Reason                                                                                                                                                                                                                                                                                                                                                                                                                                         | Receptor                                                                         |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| <b>High</b>       | Highway links with a high sensitivity to changes in traffic flows include routes:<br>with sensitive receptors alongside them (such as schools, colleges and playgrounds); and/or<br>where there are land uses which result in high volumes of pedestrian/cycle users and the road is narrow and/or footway provision is poor or non-existent and/or existing traffic volumes are high for the type of road resulting in congestion and road safety issues. | Occupants of land uses alongside the highway link and users of the highway link. |
| <b>Medium</b>     | Highway links with a medium sensitivity to changes in traffic flows include routes:<br>with some sensitive receptors alongside them (such as retail areas); and/or<br>where there are land uses which result in some pedestrian/cyclist users, road design and footway provision is adequate/appropriate and/or existing traffic be accommodated for the type of road but are approaching capacity.                                                        | Occupants of land uses alongside the highway link and users of the highway link. |
| <b>Low</b>        | Highway links with low sensitivity to changes in traffic flows include routes:<br>with no sensitive receptors and some land uses alongside and no/very limited pedestrian/cyclist users and/or road design and footway provision is appropriate and existing traffic volumes can be accommodated for the type of road.                                                                                                                                     | Occupants of land uses alongside the highway link and users of the highway link. |
| <b>Negligible</b> | Highway links with negligible sensitivity to changes in traffic flows include routes:<br>with no sensitive receptors and very few land uses alongside them, which have no direct access or are sufficiently set back from the carriageway, and no/very limited pedestrian/cyclist users and                                                                                                                                                                | Users of the highway link.                                                       |

| Sensitivity | Description/Reason                                                 | Receptor |
|-------------|--------------------------------------------------------------------|----------|
|             | existing traffic volumes can be accommodated for the type of road. |          |

- 12.8.7. For highways links where the sensitivity is judged as 'High' or 'Medium', Rule 2 is applied (sensitive areas where traffic flows are predicted to increase by 10% or more). For highway links where the sensitivity is judged as 'Low' or 'Negligible', Rule 1 is applied (areas where traffic flows are predicted to increase by more than 30% or where the number of Heavy Goods Vehicles (HGVs) is predicted to increase by more than 30%).
- 12.8.8. For each highway section that forms part of the construction traffic route, the magnitude of change will be determined (high, medium, low or negligible) based on the guidance provided within EATM and professional judgement. The criteria are summarised in **Table 12.13**.

**Table 12.13 Magnitude of change summary**

| Likely Significant Effect  | High                                                                                                                                                                                                                                                                                                                                                                                                    | Medium                                                                   | Low                                                                   | Negligible                                                                  |
|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-----------------------------------------------------------------------|-----------------------------------------------------------------------------|
| Severance                  | Change in total traffic or HGV flows over 91%.                                                                                                                                                                                                                                                                                                                                                          | Change in total traffic or HGV flow of 61% to 90%.                       | Change in total traffic or HGV flows of 31% to 60%.                   | Change in total traffic or HGV flows of less than 30%                       |
|                            | Context should also be considered including the local population and number of local facilities potentially impacted. EATM states caution should be applied when using these thresholds to highway links with low baseline flows.                                                                                                                                                                       |                                                                          |                                                                       |                                                                             |
| Driver delay               | High increase in queuing at junctions and/or congestion on road links.                                                                                                                                                                                                                                                                                                                                  | Medium increase in queuing at junctions and/or congestion on road links. | Low increase in queuing at junctions and/or congestion on road links. | Low or no increase in queuing at junctions and/or congestion on road links. |
| Non-motorised user amenity | A halving or doubling of traffic flow (or HGV flow) can be used as a broad threshold when considered in the local context and applied with caution. Assignment of magnitude is based on a variety of factors including general level of pedestrian activity, visibility, and physical conditions such as traffic flow, traffic composition, crossing points and pavement width/separation from traffic. |                                                                          |                                                                       |                                                                             |
| Non-motorised user delay   | Generally, increases in traffic may lead to greater delay, though is dependent on the level of non-motorised users' activity in the area. Magnitude is assigned on pedestrian delay experienced when crossing highways links considering a range of factors including crossing type, pedestrian flows, traffic levels, visibility and general highway condition.                                        |                                                                          |                                                                       |                                                                             |
| Fear and Intimidation      | Magnitude is assigned based on the scoring system provided in EATM (which is dependent on an 18-hour average traffic flow; 18-hour average HGV traffic flow and vehicle speed). The scores comprise extreme (71+); great (41 to 70); moderate (21 to 40) and small (0 to 20).                                                                                                                           |                                                                          |                                                                       |                                                                             |

| Likely Significant Effect | High                                                                                                                                                                                                                        | Medium                                                                                                                                  | Low                                                                                                                                     | Negligible                                                 |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
|                           | Two step change in level score of fear and intimidation.                                                                                                                                                                    | One step change in level score of fear and intimidation and >400 average 18-hour vehicle increase or >500 HGV 18-hour vehicle increase. | One step change in level score of fear and intimidation and <400 average 18-hour vehicle increase or <500 HGV 18-hour vehicle increase. | No change to step in level score of fear and intimidation. |
| Road safety               | Magnitude is assigned by reviewing existing collision patterns and trends based upon existing personal injury accident records and the forecast increase in traffic that may change the risk of serious and fatal injuries. |                                                                                                                                         |                                                                                                                                         |                                                            |

- 12.8.9. Significance of likely traffic and transport effects will be derived by considering the receptor sensitivity and the magnitude of change as defined within **Table 12.14**. As shown Major and Moderate effects are considered to be significant, whilst Minor and Negligible effects are considered to be not significant.

**Table 12.14 Traffic and transport significance evaluation matrix**

|                     |            | Receptor Sensitivity         |                              |                              |                              |
|---------------------|------------|------------------------------|------------------------------|------------------------------|------------------------------|
|                     |            | High                         | Medium                       | Low                          | Negligible                   |
| Magnitude of Change | High       | Major (Significant)          | Major (Significant)          | Moderate (Significant)       | Negligible (Not Significant) |
|                     | Medium     | Major (Significant)          | Moderate (Significant)       | Minor (Not Significant)      | Negligible (Not Significant) |
|                     | Low        | Moderate (Significant)       | Minor (Not Significant)      | Negligible (Not Significant) | Negligible (Not Significant) |
|                     | Negligible | Negligible (Not Significant) | Negligible (Not Significant) | Negligible (Not Significant) | Negligible (Not Significant) |

## 12.9 Assessment of traffic and transport effects

- 12.9.1. Magnitude of change relating to highways is, in large part, determined by the increase in traffic and changes to the traffic composition due to the Proposed Development. In line with EATM guidance the peak construction traffic is identified and assessed, first via screening for detailed assessment based on percentage change thresholds listed in Rule 1 and Rule 2. This section first sets out the Proposed Development construction traffic generation and distribution assumptions, then the screening exercise and then identifies, if relevant, assessment of the receptors in detail.

- 12.9.2. This section also separately sets out the assessment of potential effects on PRow (and other key public access routes/areas) during the construction and operational phases of the Proposed Development.

## Rule 1 and Rule 2 Screening

### Construction Traffic Generation

- 12.9.3. A 22-month construction programme has been assumed for this assessment, as detailed within **Chapter 4: Development Description**. This section outlines the anticipated construction traffic associated with each activity and the timing of those activities. Then distributes those trips across the indicative construction programme, in order to identify the peak construction traffic movements, when these occur and their duration.
- 12.9.4. While the actual construction programme may vary, this assessment (based on average daily 12-hour construction traffic in the peak month) and the assumptions made, allows for a robust assessment.
- 12.9.5. **Table 12.15** presents the estimated vehicle movements per activity assumed, noting that a movement is a vehicle moving to a destination; for example, an HGV delivering to the Site and the leaving the Site to return to its origin would be two movements.

**Table 12.15 Total movements per construction activity**

| Activity                                       | Total Movements |
|------------------------------------------------|-----------------|
| Delivery of plant and equipment                | 60              |
| Delivery of stone for construction compound    | 612             |
| Delivery of compound general equipment         | 40              |
| Delivery of stone for access tracks            | 2,210           |
| Delivery of geogrid                            | 12              |
| Delivery of culvert materials                  | 60              |
| Delivery of stone for areas of crane operation | 1,886           |
| Delivery of tarmac for entrance                | 94              |
| Delivery of backfill stone for turbines        | 1,008           |
| Delivery of concrete for turbines              | 1,662           |
| Concrete for transformer foundations           | 8               |
| Delivery of base rings                         | 8               |
| Delivery of shuttering                         | 16              |
| Delivery of form work and reinforcing steel    | 68              |
| Delivery of stone for substation               | 260             |
| Delivery of fibre optic cabling                | 6               |

| Activity                                       | Total Movements |
|------------------------------------------------|-----------------|
| Delivery of sand for cable trench              | 150             |
| Delivery of cabling                            | 14              |
| Delivery and removal of mobile crane           | 48              |
| Delivery of turbines                           | 160             |
| Delivery of concrete for control building base | 16              |
| Delivery of electrical equipment               | 120             |
| Delivery of external transformers              | 6               |
| Delivery of HV plinth concrete                 | 68              |
| Removal of plant and equipment                 | 60              |

- 12.9.6. **Table 12.16** summarises the construction traffic movements across the 22-month construction period. All traffic movements generated are assumed to be using HGVs for the purpose of the assessment. Turbine delivery related movements (abnormal load movements) are excluded from **Table 12.16** but are assumed to occur within months 12 and 13 for the purpose of this assessment. While there would be some additional light vehicle (LV) movements based on information from the Applicant these are considered insignificant in terms of an increase in traffic volume for a Proposed Development of this scale and is likely to vary through the different stages of the Proposed Development. Sharing of vehicles and the use of minibuses would be promoted and adopted where practicable and would be implemented via the final CTMP.

**Table 12.16 Construction traffic movements across the 22-month indicative programme**

| Indicative Construction Programme Month | Total Movements* per Month | Peak Average Total Movements* per 12hr Day** | Activities                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------------------|----------------------------|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                       | 60                         | 3                                            | Delivery of plant and equipment.                                                                                                                                                                                                                                                                                                                                      |
| 2                                       | 1,514                      | 67                                           | Delivery of stone for construction compound; compound general equipment; stone for access tracks; geogrid; culvert materials and tarmac for entrance.                                                                                                                                                                                                                 |
| 3                                       | 1,650                      | 73                                           | Delivery of stone for construction compound; compound general equipment; stone for access tracks; geogrid; culvert materials; tarmac for entrance; concrete for turbines; concrete for transformer foundations; base rings; shuttering; stone for substation; concrete for control building base; electrical equipment; external transformers and HV plinth concrete. |
| 4                                       | 125                        | 6                                            | Delivery of concrete for turbines; form work and reinforcing steel; stone for substation; concrete for control building base; electrical equipment; external transformers and HV plinth concrete.                                                                                                                                                                     |
| 5                                       | 547                        | 24                                           | Delivery of stone for areas of crane operation; backfill stone for turbines; concrete for turbines; stone for substation; concrete for control building base; electrical equipment; external transformers and HV plinth concrete.                                                                                                                                     |
| 6                                       | 246                        | 11                                           | Delivery of concrete for turbines; form work and reinforcing steel; stone for substation; concrete for control building base; electrical equipment; external transformers and HV plinth concrete.                                                                                                                                                                     |
| 7                                       | 697                        | 31                                           | Delivery of stone for areas of crane operation; backfill stone for turbines; concrete for turbines; base rings; shuttering; form work and reinforcing steel; stone for substation; concrete for control building base; electrical equipment; external transformers and HV plinth concrete.                                                                            |
| 8                                       | 729                        | 32                                           | Delivery of stone for areas of crane operation; backfill stone for turbines; concrete for turbines; form work and reinforcing steel; stone for substation;                                                                                                                                                                                                            |

| Indicative Construction Programme Month | Total Movements* per Month | Peak Average Total Movements* per 12hr Day** | Activities                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------|----------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                         |                            |                                              | concrete for control building base; electrical equipment; external transformers; HV plinth concrete.                                                                                                                                                                                                                    |
| 9                                       | 1,156                      | 51                                           | Delivery of stone for areas of crane operation; backfill stone for turbines; concrete for turbines; form work and reinforcing steel; stone for substation; fibre optic cabling; sand for cable trench; cabling; concrete for control building base; electrical equipment; external transformers and HV plinth concrete. |
| 10                                      | 664                        | 30                                           | Delivery of stone for areas of crane operation; backfill stone for turbines; concrete for turbines; form work and reinforcing steel; stone for substation; fibre optic cabling; sand for cable trench; cabling; concrete for control building base; electrical equipment; external transformers and HV plinth concrete. |
| 11                                      | 948                        | 42                                           | Delivery of stone for areas of crane operation; backfill stone for turbines; concrete for turbines; stone for substation; fibre optic cabling; sand for cable trench; cabling; concrete for control building base; electrical equipment; external transformers and HV plinth concrete.                                  |
| 12                                      | 47                         | 2                                            | Delivery of stone for substation; concrete for control building base; electrical equipment; external transformers and HV plinth concrete.                                                                                                                                                                               |
| 13                                      | 0                          | 0                                            |                                                                                                                                                                                                                                                                                                                         |
| 14                                      | 24                         | 1                                            | Delivery and removal of mobile crane                                                                                                                                                                                                                                                                                    |
| 15                                      | 24                         | 1                                            | Delivery and removal of mobile crane                                                                                                                                                                                                                                                                                    |
| 16                                      | 0                          | 0                                            |                                                                                                                                                                                                                                                                                                                         |
| 17                                      | 0                          | 0                                            |                                                                                                                                                                                                                                                                                                                         |
| 18                                      | 0                          | 0                                            |                                                                                                                                                                                                                                                                                                                         |
| 19                                      | 60                         | 3                                            | Removal of plant and equipment.                                                                                                                                                                                                                                                                                         |

| Indicative Construction Programme Month | Total Movements* per Month | Peak Average Total Movements* per 12hr Day** | Activities |
|-----------------------------------------|----------------------------|----------------------------------------------|------------|
| 20                                      | 0                          | 0                                            |            |
| 21                                      | 0                          | 0                                            |            |
| 22                                      | 0                          | 0                                            |            |

\*Total movements excluding ALL movements which are estimated to occur in months 12 to 13, with approximately 20 associated movements per each of these months.

\*\*Assuming 22 working days per month (5.5 days per week), daily 12hr total is the average based on 22 working days per month.

- 12.9.7. As indicated in **Table 12.16**, the peak construction traffic occurs in month three, with a resulting 12-hr average of 73 vehicle movements, a similar but lower volume is generated in month 2 (67 movements on average per 12hr day). The 12-hr average of 73 vehicle movements corresponds to an average of slightly more than six movements per hour, or approximately one vehicle movement every nine minutes. The average 12hr period within month three is referred to as the peak construction traffic within the assessment.

## Construction Traffic Distribution

- 12.9.8. All construction HGV traffic will be required, by the CTMP, to use the construction traffic HGV route to/from the Site (via the A4061, A4017 and the access tracks). Therefore, it is assumed that 100% of the peak HGV traffic will use this route.

## Sensitivity of receptors

- 12.9.9. Each of the receptor locations (set out in **Table 12.9**) have been assigned a sensitivity based on the criteria set out in **Table 12.12**, as summarised in **Table 12.17**.

**Table 12.17 Assignment of Sensitivity**

| Road Section                                                                                                                                                                                                               | Data Point ID | Assignment of Sensitivity | Rationale for Assignment of Sensitivity                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A4107- between each access track on the A4017 – transport users of the road and recreation/leisure users of adjacent land.                                                                                                 | ATC1          | Low                       | The short section of the A4107 in the traffic and transport study area has open land/wooded area adjacent to it. While there are two nearby historical landmarks and there are no footways, given the nature of the location, lack of other destinations in the vicinity and an extensive nearby PRow network, a limited number of pedestrian movements would be anticipated on this road section.                                                                                                        |
| A4061 – between the A465 and the access track from the A4061 to the Proposed Development - transport users of the road and users of the small number of recreation/leisure and commercial facilities adjacent to the road. | ATC2          | Low                       | The section of the A4061 Rhigos Road within the traffic and transport study area is predominantly a rural road routing through a rural area with limited destinations adjacent to it (a zip wire centre and at the northern end of the road commercial/industrial properties). The north-south section of the road does not have a footway, however limited pedestrian movements would be anticipated. On the east-west section of the road there is footway provision, there is a shared foot/cycleway). |

- 12.9.10. For receptors identified as negligible or low, the EATM Rule 1 applies.

## Magnitude of change

- 12.9.11. **Table 12.18** sets out the calculated traffic flow (for all motor vehicles and for HGVs only) of the 2029 future year (12hr) with and without the Proposed Development peak construction traffic on the identified highways in the traffic and transport study area. It also sets out the resultant percentage changes in traffic due to the Proposed Development's construction traffic which is a key metric indicating magnitude of change.

**Table 12.18 Percentage impact of peak construction traffic summary**

| Data Point ID and [Road Section]                                           |                | ATC 1 [A4107- between each access track on the A4017] | ATC 2 [A4061 – between the A465 and the access track from the A4061 to the Proposed Development] |
|----------------------------------------------------------------------------|----------------|-------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| 2029 12 hr Base Traffic Flow                                               | Total Vehicles | 960                                                   | 3,353                                                                                            |
|                                                                            | HGVs           | 152                                                   | 519                                                                                              |
| Peak 12 hr Construction Traffic Flow                                       | Total Vehicles | 73                                                    | 73                                                                                               |
|                                                                            | HGVs           | 73                                                    | 73                                                                                               |
| 2029 12 hr Base + Peak 12hr Construction Traffic Flow                      | Total Vehicles | 1,034                                                 | 3,426                                                                                            |
|                                                                            | HGVs           | 226                                                   | 592                                                                                              |
| Percentage Change (2029 Base Compared to 2029 Base + Construction Traffic) | Total Vehicles | 7.6%                                                  | 2.2%                                                                                             |
|                                                                            | HGVs           | 48.2%                                                 | 14.1%                                                                                            |
| Applicable EATM Rule                                                       |                | Rule 1                                                | Rule 1                                                                                           |
| Further Assessment Required?                                               |                | Yes                                                   | No                                                                                               |

- 12.9.12. **Table 12.18** shows the percentage impact of the Proposed Development on all motor vehicles and HGV only 12hr traffic flow, crosses the relevant EATM threshold for detailed assessment in only one case, in 12hr HGV traffic flow on the A4107 (the threshold being a percentage change in total of HGV traffic flow of 30% or more). Therefore, only the following road section has been taken forward for detailed assessment: the A4107- between each access track on the A4017.

## Significance of effect

- 12.9.13. As the traffic and transport impact, in relation to the local road network, relates to the construction of the Proposed Development, the duration is temporary. The peak 12hr HGV flow (73 movements) is anticipated to occur in month three of the indicative construction programme, with slightly less (67 movements) in month two. All other months in the indicative construction programme have fewer movements.

- 12.9.14. As identified in **Table 12.18**, only the A4107 receptor (between each access track on the A4017) required detailed assessment. Additionally, the significance of effect on PRoW (and other key non-motorised user routes/areas, henceforth referred to as PRoW users collectively within **Section 12.9** where applicable) in both the construction and operation phases of the Proposed Development and impacts of AIL movements are set out within this section.

## A4107

- 12.9.15. This short section of road on the construction HGV traffic route has been identified as being of low sensitivity. This section assesses each traffic and transport effect in turn.
- Severance – the percentage increase in HGV traffic due to the Proposed Development is 48.2%. Based on the criteria in **Table 12.13**, this is likely to correspond to a low magnitude of change. Furthermore, an increase of, on average seven additional HGVs per hour (approximately one every nine minutes on average) during the 12hr peak would not result in severance over the road, particularly given the lack of destinations on either side of the carriageway. The effect is therefore **Negligible, Not Significant**.
  - Driver delay – while the turning of construction traffic vehicles from the access track north of the A4107 and then to the access track south of the A4107 (and the return) may cause some minor delay to other road users, this would be very short in duration and the construction vehicles would quickly move off the local highway again. The section of the A4107 in the study area has not been identified as being subject to significant existing capacity issues. Therefore, the level of magnitude of change is low and the significance of effect is **Negligible, Not Significant**.
  - Non-motorised user amenity – there would be a less than doubling of HGV traffic on this road section, with the addition of the Proposed Development construction traffic, and only an 8% increase in total 12hr traffic. While there is no specific non-motorised user infrastructure on the road section (to segregate motorised and non-motorised users for example) pedestrian users would be expected to be very limited on this section of road with likely users only relating to those crossing the road on this section to access sections of the PRoW network north and south of the A4107. Based on the less than doubling of HGV construction traffic (resulting in, on average in the 12hr period, in the peak month, an additional HGV every approximately nine minutes) would have a low magnitude of change. The effect is, therefore, **Negligible, Not Significant**.
  - Non-motorised user delay – as set out in detail regarding severance, the increase in HGV traffic would not be anticipated to impact on the delay experienced when crossing or using this road, which would likely be limited to a few users. The magnitude of change on non-motorised user delay is considered to be low and the significance of effect therefore is **Negligible, Not Significant**.
  - Fear and intimidation – there is no step change in the level score of fear and intimidation with the introduction of the Proposed Development construction traffic, therefore, with reference to **Table 12.13**, the magnitude of change is negligible. Overall, the effect is **Negligible, Not Significant**.
  - Road safety – based on DfT data presented by Crashmap<sup>21</sup> no collisions were recorded on the section of road on the construction HGV traffic route in the 2020-2024 PIA period. While two slight collisions were recorded just beyond the extents of the road section, in the PIA period, these do not form an accident cluster/hot spot. The average 12hr daily peak of 73 HGVs, approximately seven per hour (one every

approximately nine minutes) would not be likely to impact on the likelihood of collisions to a high degree, particularly with the types of mitigation and management measures set out in the Outline CTMP (**Appendix 12B**) in place. The magnitude of change on road safety is considered to be low and the significance of effect is therefore **Negligible, Not Significant**.

## Public Rights of Way Users Construction Phase

- 12.9.16. As set out in detail in the Outline PRowMP (**Appendix 12A**), impacts of the Proposed Development during the construction phase are temporary in nature, and are likely to consist of minor delays to PRow user journeys. **Appendix 12A** identifies the PRowWs that are within the Site. The proposed mitigation and management measures (such as bankpersons, signage and inspections) are set out in **Appendix 12A**, the final mitigation and management measures will be set out in the final PRowMP which will be consulted on and agreed with the relevant PRow officers prior to construction commencing. The overall impact on PRow users during the construction phase, when PRowWs are appropriately managed as will be set out in the final PRowMP for agreement with the PRow officers, would be anticipated to be **Not Significant**.

## Public Rights of Way Users Operational Phase

- 12.9.17. No turbines are proposed to be sited on the PRowWs and no permanent PRow diversions and/or closures are proposed during the operational phase of the Proposed Development, therefore there would be no impact on PRow user delay.
- 12.9.18. There may be minor impacts on PRow user amenity, such as turbine noise, movement, shadows, visual effects, but this is for small sections of PRow routes and might not be perceived as negative effects. The British Horse Society guidance<sup>26</sup> identifies the separation distance between a turbine and an equestrian route of blade tip height plus 10%, listing potential sources of effects as turbine noise, movement and shadows. This would amount to 198 m separation required for the Proposed Development turbines. The British Horse Society advice note does indicate that not all equestrians would be equally impacted by turbines, with evidence of some horses being undisturbed and some able to be familiarised with the turbines. Not all turbines are sited 198 m from the nearest bridleway (two are within the distance but are not over sailed by the turbines (over sail distance is approximately 80m), along with three footpaths), however, there is no oversail of the turbines on the PRowWs. The approximate distances between the turbines and the five PRowWs within 198m are set out below:
- Bridleways:
    - GWV/30/1 – 90m from turbine 6 and 160m from turbine 7.
    - GWV/30/3 – 150m from turbine 6.
  - Footpaths:
    - GWV/36/1 – 130m from turbine 6.
    - GWV/36/2 – 150m from turbine 6.
    - MAE/4/2 – 130m from turbine 2 and 80m from turbine 4.

<sup>26</sup> The British Horse Society (2025) Advice on Wind Turbines and Equestrian Access (online). Available at: <https://www.bhs.org.uk/media/lgwdbphr/wind-turbines-0525.pdf> (Accessed June 2026)

- 12.9.19. Overall effects on PRoW users during operation are likely to be restricted to minor amenity effects and are anticipated to be **Not Significant**.

## Assessment of impacts relating to AIL movements

- 12.9.20. AIL movements are anticipated within the construction phase. While AIL movements can have a significant effect as they are disruptive to other road users, the effects of the movement of AILs would be managed in line with highway authority requirements and guidance in legislation and requirements in order to minimise the impact of AIL movements. The highway authority, and other key stakeholders and interested parties, would be consulted with and notified, as required, relating to the movement of AILs to ensure the most appropriate and suitable route is utilised and to minimise disruption to a reasonably practicable extent and to mitigate the effect to a reasonably practicable level. The movements of AILs would accord with all relevant regulations and where relevant the Welsh Government Motorway and Trunk Road Network '*Pulling Together*' Best Practice for Transporting Abnormal Loads in Wales<sup>27</sup>

## 12.10 Assessment of cumulative (inter-project) effects

- 12.10.1. A cumulative effects assessment (CEA) has been undertaken for the Proposed Development which considers the combined impacts with other developments on the same single receptor or resource (inter-project effects). The detailed method followed in identifying and assessing potential cumulative effects is set out in **Chapter 2: Approach to EIA**.
- 12.10.2. All but one of the potential cumulative developments listed within **Chapter 2** have been scoped out of the assessment of cumulative traffic and transport effects. These have been scoped out for the following reasons:
- Application is at pre-application stage; and/or
  - insufficient information is provided for any traffic and transport cumulative assessment; and/or
  - information is provided but the construction traffic routes/study areas do not overlap; and/or
  - the development has a negligible impact on the highway network based on the submitted application documents.
- 12.10.3. For some of these sites there may be information regarding AIL routing, in some cases which shares at least a part of the AIL route of the Proposed Development. Given that AIL movements are regulated and managed in consultation with relevant stakeholders (such as highway authorities and the police) it is considered that scheduling of AIL movements between developments will minimise cumulative impact.
- 12.10.4. The potential cumulative development scoped into the traffic and transport CEA is the Upper Ogmere Wind Farm (DNS/3213662). This is scoped in the two developments share a construction route from the SRN to the A4017 access south of the A4017 (the A4061, then onto the access track, then onto the A4017 for a short section and then into the

<sup>27</sup> 3 Welsh Government (2020) Welsh Government Motorway and Trunk Road Network '*Pulling Together*' Best Practice for Transporting Abnormal Loads in Wales

development or onto another access track. Both developments also propose the same AIL route.

- 12.10.5. Chapter 9 Traffic, Transportation and Access of the Upper Ogmores Wind Farm & Energy Storage Facility Environmental Statement<sup>28</sup> quotes a 10-month construction programme for the wind farm with a maximum of 90 journeys (180 vehicle movements) which occurs for only seven days during the construction programme when the turbine foundations and transformer bases are being poured. The ES states the overall impact is therefore negligible. The ES<sup>28</sup> also outlines construction traffic generation for the six-month construction of the energy storage facility which would not be concurrent with the wind farm construction. This is anticipated to generate a peak of 30 journeys (60 movements) per day, which is also deemed negligible in the ES.
- 12.10.6. **Table 12.19** outlines the percentage impact of the Proposed Development and the Upper Ogmores development should they occur concurrently, an unlikely event.

**Table 12.19 Traffic and transport cumulative impact assessment summary**

| Receptor | Upper Ogmores Peak Daily Construction Traffic Generation |      | Proposed Development Peak Average 12hr Construction Traffic Generation | Future Year + Proposed Development + Upper Ogmores Peak Traffic Generation (Daily) |      | Percentage Change |        |
|----------|----------------------------------------------------------|------|------------------------------------------------------------------------|------------------------------------------------------------------------------------|------|-------------------|--------|
|          | Total Vehicles                                           | HGVs |                                                                        | Total Vehicles                                                                     | HGVs | Total Vehicles    | HGVs   |
| A4107    | 180                                                      | 130  | 73                                                                     | 1,214                                                                              | 356  | 26.4%             | 133.5% |
| A4061    | 180                                                      | 130  | 73                                                                     | 3,606                                                                              | 722  | 7.6%              | 39.2%  |

- 12.10.7. As shown in **Table 12.19**, the change in total vehicles remains below the EATM threshold for detailed assessment and the percentage change in HGVs remains above the threshold for assessment at the A4107. This increases from 48.2% with just the Proposed Development to 133.5% with both developments. However, it is considered unlikely the two peak construction periods would occur concurrently, particularly as this peak period only occurs on seven days of the Upper Ogmores development's construction programme.
- 12.10.8. Furthermore, the assessment of likely significant effects for A4107 presented in **paragraph 12.9.15** remains valid when assessing the effect with the addition of the cumulative development traffic for driver delay, non-motorised user delay, fear and intimidation and road safety. With respect to potential non-motorised user amenity effects as, while there would be a more than doubling of HGV flow, as set out in detail in **paragraph 12.9.15** other road character factors reduce the magnitude of change level, and the impact remains as low and the significance of effect as **Negligible, Not Significant**. With respect to potential severance effects, though there is now more than a doubling in traffic flow (a high magnitude of change based purely on percentage change criteria), as set out in **paragraph 12.9.15**, there is a lack of destinations on either side of

the carriageway and similarly the resultant approximately one additional construction traffic movement every approximately three minutes on average during the cumulative 12hr peak would not result in severance over the road given its character. The magnitude of change would be low and significance of effect **Negligible, Not Significant**.

- 12.10.9. For the A4061 section of road, the change in traffic flows remains below the EATM threshold for total vehicles but crosses the threshold for the percentage change in HGV flow.
- 12.10.10. The section of road on the construction HGV traffic route has been identified as being of low sensitivity. This section assesses each of potential cumulative traffic and transport effects in turn.
- Severance – the percentage increase in HGV traffic due to the Proposed Development and cumulative development is 39.2% (as set out in **Table 12.19**). Based on the criteria in **Table 12.13**, this is likely to correspond to a low magnitude of change. This would result in, an increase of, of one vehicle every two to three minutes during the peak construction periods should they both overlap. This would not likely result in severance over the road, particularly given the lack of destinations on either side of the carriageway. The effect is therefore **Negligible, Not Significant**.
  - Driver delay – while the turning of construction traffic vehicles from the A4061 into the access road north of the A4107, may cause some minor delay to other road users, this would be very short in duration. The section of the A4061 in the study area has not been identified as being subject to significant existing capacity issues. Therefore, the level of magnitude of change is low and the significance of effect is **Negligible, Not Significant**.
  - Non-motorised user amenity – there would be a less than doubling of HGV traffic on this road section, with the addition of the Proposed Development and cumulative development construction traffic, and only an 7.6% increase in total 12hr traffic. The section of the A4061 where pedestrian/cycle trips are more likely has a shared footway/cycleway adjacent to the carriageway, this to segregates motorised and non-motorised users for example. Based on the less than doubling of HGV construction traffic it would have a low magnitude of change. The effect is, therefore, **Negligible, Not Significant**.
  - Non-motorised user delay – as set out in detail regarding severance, the increase in HGV traffic would not be anticipated to impact on the delay experienced when crossing or using this road, which would likely be limited to a few users. The magnitude of change on non-motorised user delay is considered to be low, and the significance of effect therefore is **Negligible, Not Significant**.
  - Fear and intimidation – there is no step change in the level score of fear and intimidation with the introduction of the Proposed Development and cumulative development construction traffic, therefore, with reference to **Table 12.13**, the magnitude of change is negligible. Overall, the effect is **Negligible, Not Significant**.
  - Road safety – based on DfT data presented by Crashmap<sup>21</sup> no collision hotspots/clusters were recorded on this section of the A4061. This increased in traffic would not be likely to impact on the likelihood of collisions to a high degree, particularly with the types of mitigation and management measures set out in the Outline CTMP (**Appendix 12B**) in place. The magnitude of change on road safety is considered to be low and the significance of effect is therefore **Negligible, Not Significant**.

- 12.10.11. The two developments share AIL routes however, given that AIL movements are regulated and managed in consultation with relevant stakeholders (such as highway authorities and the police) it is considered that scheduling of AIL movements between developments will enable a minimisation of cumulative impact. Similarly, some of the same PRowWs would be affected by both development's construction traffic movements but the management and mitigation of these would be subject to consultation with the relevant PRow officers and therefore could be scheduled and managed to minimise impact.
- 12.10.12. Therefore, no significant cumulative traffic and transport impacts would be anticipated, based on the low sensitivity roads in the study area, in the unlikely event that both development's peak traffic generation construction periods overlapped.
- 12.10.13. Overall, it is anticipated that there would be no significant traffic and transport cumulative effects.

## 12.11 Significance conclusions

- 12.11.1. A summary of the results of the traffic and transport assessment is provided in **Table 12.20**.

**Table 12.20 Summary of significance of effects: traffic and transport**

| Receptor and summary of predicted effects                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Sensitivity / importance / value of receptor <sup>1</sup> | Magnitude of change <sup>2</sup> | Significance <sup>3</sup>    | Summary rationale                                                                                                                                                                    |
|------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|----------------------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A4107(between each access track on the A4017) – during the construction phase.                       | Severance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Low                                                       | Low                              | Negligible, Not Significant. | Based on the magnitude of change criteria set out in <b>Table 12.13</b> and the sensitivity of the road section, as set out in detail in <b>Table 12.12</b> and <b>Table 12.17</b> . |
|                                                                                                      | Driver delay                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                           | Low                              | Negligible, Not Significant. |                                                                                                                                                                                      |
|                                                                                                      | Non-motorised user amenity                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                           | Low                              | Negligible, Not Significant. |                                                                                                                                                                                      |
|                                                                                                      | Non-motorised user delay                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                           | Low                              | Negligible, Not Significant. |                                                                                                                                                                                      |
|                                                                                                      | Fear and intimidation                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                           | Negligible                       | Negligible, Not Significant. |                                                                                                                                                                                      |
|                                                                                                      | Road safety                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                           | Low                              | Negligible, Not Significant. |                                                                                                                                                                                      |
| Impacts on PRoW (and other key non-motorised user routes/areas) users during the construction phase. | Effects on PRoWs (and other key non-motorised user routes/areas such as NCN route users) would be managed and mitigated via the full PRoWMP, an outline version of which is provided as Appendix 12A. Impacts during the construction phase would be temporary in duration and may result in minor delays to PRoW user journeys. It is not anticipated that effects on PRoW users would be significant, given the implementation of the full PRoWMP which would be agreed with the PRoW officers. |                                                           |                                  |                              |                                                                                                                                                                                      |
| Impacts on PRoW users during the operational phase.                                                  | Effects on PRoWs would be managed and mitigated via the full PRoWMP. Impacts during the operation phase would likely consist of minor impacts on PRoW user amenity. No permanent PRoW closures or diversions are proposed and                                                                                                                                                                                                                                                                     |                                                           |                                  |                              |                                                                                                                                                                                      |

| Receptor and summary of predicted effects | Sensitivity / importance / value of receptor <sup>1</sup>                                                                                                                                                                                                                                                                      | Magnitude of change <sup>2</sup> | Significance <sup>3</sup> | Summary rationale |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------|-------------------|
|                                           | therefore no impacts on PRow user delay would be anticipated. It is not anticipated that effects on PRow users would be significant, given the implementation of the final PRowWMP which would be agreed with the PRow officer.                                                                                                |                                  |                           |                   |
| Impact of AIL movements.                  | Effects of the movement of AILs would be managed in line with highway authority requirements and guidance in legislation and requirements in order to minimise the impact of AIL movements, the highway authority, and other key parties, would be consulted with and notified, as required, relating to the movement of AILs. |                                  |                           |                   |

1. The sensitivity/importance/value of a receptor is defined using the criteria set out in **Section 12.8** and is defined as negligible, low, medium and high.
2. The magnitude of change on a receptor resulting from activities relating to the development is defined using the criteria set out in **Section 12.8** and is defined as negligible, low, medium and high.
3. The significance of the environmental effects is based on the combination of the sensitivity/importance/value of a receptor and the magnitude of change and is expressed as major (significant), moderate (significant) or minor/negligible (not significant), subject to the evaluation methodology outlined in **Section 12.8**.