Great Harmeston Solar Farm

Construction Traffic Management Plan

Development of National Significance
Pre-Application Consultation

March 2026

DRAFT Construction Traffic Management Plan.

Great Harmeston Solar Farm, Pembrokeshire.

On behalf of Arise Renewable Energy UK Ltd.

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1. Introduction

1.1. This Construction Traffic Management Plan (CTMP) has been prepared by Pegasus Group on behalf of Arise Renewable Energy UK Ltd (the Applicant) to address the traffic and transportation issues associated with the construction and operation of a solar farm at land northeast of Milford Haven, Pembrokeshire. The site is known as Great Harmeston Solar Farm.

1.2. The proposal is for the construction, operation, and maintenance of a solar farm with a capacity of 65 MegaWatts (MW). Further details of the proposal including the technology used and the proposed site layout, are submitted separately as part of the planning submission.

1.3. Access for both the construction and operational phases of the development are proposed via multiple existing agricultural access points and one new access point from the A4076 Milford Road and the A447 which will be improved to accommodate the largest vehicles associated with the proposed development. The A4076 Milford Road is a trunk road, maintained by Traffic Wales.

1.4. This CTMP has been prepared further to a site visit carried out in November 2025. It describes the arrangements that are proposed for the period of construction and operational/maintenance activities at the site and sets out the following:

i. Site access arrangements.

ii. Routing for construction traffic.

iii. Vehicle numbers, size, and frequency; and

iv. Proposed mitigation, including condition surveys.

1.5. It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

1.6. The appointed contractors will be provided with a copy of this CTMP and will adhere to it as part of the planning consent. The CTMP will form part of the information provided as part of construction personnel's on-site induction processes. The contact details of the contractor, including a 24-hour emergency contact number, and those of the highway department at Traffic Wales and Pembrokeshire County Council (PCC) will be exchanged prior to commencement of works on site.

2. Site Location and Local Highway Network

Site Context

2.1. The site is located between Johnston and Steynton, approximately four kilometres northeast of Milford Haven. The site comprises of two parcels of land located off the A4076 Milford Road and the A477. The site location in the context of the surrounding area is illustrated in **Figure 2.1**.

2.2. The eastern land parcel is bisected by the A477 and the West Wales railway line, and is bound by residential properties to the north and open land to the east, south, and west.

2.3. The western land parcel is bound by open land, the Bulford Road Bypass and woodland to the north, the A4076 Milford Road to the east and south, and open land to the west.

Public Rights of Way

2.4. Public Rights of Way (PRoW) footpath PP81 1/1 and bridleway PP81 2/2 route west to east to the south of the Eastern Parcel. The development proposals will not impact the PRoWs. Both routes are shown in **Figure 2.1**.

Local Highway Network

A4076 Milford Road

2.5. The A4076 Milford Road routes between Haverfordwest and the A40 in the north and Milford Haven in the south. It is a trunk road maintained by Welsh Government / Traffic Wales. In the vicinity of the site, it forms the northern and southern arm of the 'Sunnycroft' roundabout at the site's northern boundary. It is a single carriageway road which measures 6.5 metres wide and is subject to the National Speed Limit (60mph) along the site's frontage, reducing to 30mph approximately 100 metres south of the Sunnycroft Roundabout. There are no signed height or weight restrictions.

A447

2.6. The A447 routes between the A40 at St Clears to the east and the 'Sunnycroft' Roundabout to the west. In the vicinity of the site it forms the eastern arm of the 'Sunnycroft' roundabout and bisects the eastern parcel of the site. It is a single carriageway road that measures approximately 5.75 metres wide and is subject to the National Speed Limit (60mph) reducing to 30mph approximately 300 metres east of 'Sunnycroft' roundabout.

Existing Access Points

2.7. The site is served by a number of existing access points, the locations of which are shown in **Figure 2.1**. A summary of each access point is provided below. The access points generally provide access to agricultural fields or buildings and are therefore associated with existing vehicle movements including slow moving, large agricultural vehicles.

Western Parcel (served from The A4076 Milford Road)

Access A

2.8. Access A is located approximately 1.45 kilometres south of the 'Sunnycroft' roundabout, accessed on the western side of the A4076 Milford Road. It measures approximately 15 metres wide where it meets the A4076 Milford Road, narrowing to a field gate with an access track width of approximately four metres. It has a tarmacked surface and there are parapet walls either side of the field gate. The access serves agricultural buildings.

Access B

2.9. Access B is located approximately 1.1 kilometres south of the 'Sunnycroft' roundabout, accessed on the western side of the A4076 Milford Road. It measures approximately 17 metres wide where it meets the A4076 Milford Road, narrowing to a track width of approximately eight metres. It has a tarmacked surface and a field gate is set back approximately 25 metres from the carriageway. The access serves an agricultural field and a wind turbine.

Access C

2.10. Access C is located approximately 570 metres south of the 'Sunnycroft' roundabout, accessed on the western side of the A4076 Milford Road. It measures approximately 20 metres wide where it meets the A4076 Milford Road, narrowing to a track width of approximately four metres. It has a tarmacked surface and serves an agricultural building and fields.

Access D

2.11. Access D is located approximately 490 metres south of the 'Sunnycroft' roundabout, accessed on the western side of the A4076 Milford Road. It comprises a four metre wide field gate setback approximately six metres from the A4076 Milford Road carriageway. It is partly surfaced and serves an agricultural field. There is a telegraph pole to the north of the field gate.

Eastern Parcel (served from A477)

Access E

2.12. Access E is located approximately 90 metres east of the 'Sunnycroft' roundabout and 15 metres west of the Hayston View junction, accessed on the western side of the A477. It has a tarmac surface up to the rear of the highway verge where it meets a field gate which measures approximately five metres wide. The access serves an agricultural field.

Access F

2.13. Access F is located approximately 150 metres southeast of the Hayston Road/ A477 junction, accessed on the eastern side of the A477. The access is unsurfaced and serves an agricultural field via a 7.4 metre wide gap in the hedgerow to the rear of the highway verge.

Access G

2.14. Access G is located approximately 350 metres southeast of the Hayston Road/ A477 junction, accessed on the western side of the A477. It is accessed from a small lay-by which acts as a taper for vehicles entering and exiting the fieldgate access to the rear of the lay-by. The access measures approximately four metres wide and serves an agricultural field.

Access H

2.15. Access H is located approximately 880 metres southeast of the Hayston Road/ A477 junction, accessed on the western side of the A477. It is accessed from a small lay-by, measures approximately five metres wide and serves an agricultural field.

Access i

2.16. Access i is located approximately 920 metres southeast of the Hayston Road/ A477 junction, accessed on the eastern side of the A477. It serves as the access to Auberon House and surrounding land. The bellmouth measures approximately 20 metres wide where it meets the A477.

2.17. There is a field gate access approximately 20 metres back from the A477 carriageway which serves an agricultural field. The field gate measures approximately five metres wide.

Access J

2.18. Access J is located approximately 970 metres southeast of the Hayston Road/ A477 junction, accessed on the western side of the A477. It serves as the access to a local business and surrounding land. The bellmouth measures approximately 7.5 metres wide where it meets the A477, with the access track narrowing to approximately four metres wide 20 metres south of the bellmouth. There are stone ornaments either side of the bellmouth.

2.19. There is a field gate approximately 14 metres back from the A477 carriageway which serves an agricultural field. The field gate measures approximately five metres wide.

Highway Safety

2.20. Personal Injury Collision (PIC) data has been obtained from PCC the most recently available five-year period (April 2020 - April 2025) for a study area comprising the A477 from 'Sunnycroft' roundabout in the north to the Scoveston Road/A477 roundabout in the south, and the A4076 Milford Road from the 'Sunnycroft' roundabout in the north to a point 200 metres north of the signal junction with Neyland Road in the south. The full dataset is included at **Appendix A**, with the incidents summarised below.

<u>The A4076 Milford Road</u>

2.21. Three incidents were recorded on the A4076 Milford Road within the vicinity of the site.

2.22. The first incident occurred on Sunday 10 January 2021 at 20:42 approximately 20 metres north of Access B. Conditions were dark without streetlighting and surface conditions were wet. The incident involved one car and appears to have occurred when the vehicle skidded and overturned. The incident resulted in one fatality.

2.23. The second incident occurred on Saturday 03 August 2024 at 21:30 approximately 160 metres southwest of Access A at the A4076 Milford Road/ Redstock Lane junction. Conditions were dark and dry. The incident involved two cars and appears to have occurred when one vehicle overtook and brake-checked the other vehicle, resulting in a collision. The incident resulted in one serious injury.

2.24. The third incident occurred on Saturday 16 November 2024 at 15:10 approximately 100 metres southwest of Access A. Conditions were foggy with sleet and the surface was wet. The incident involved four vehicles; three cars and an ambulance. The incident appears to have occurred when the ambulance was overtaking during a call and one of the cars failed to give way, resulting in a collision between all vehicles. The incident resulted in one serious and two slight injuries.

A477

2.25. Seven incidents were recorded on the A477 within the vicinity of the site.

2.26. The first incident occurred on Sunday 19 June 2022 at 02:55 within the vicinity of Access J. It was dark without streetlighting with dry surface conditions. The incident involved one car and appears to have occurred when a vehicle overturned, resulting in one slight injury.

2.27. The second incident occurred on Thursday 01 December 2022 at 14:35 approximately 380 metres south of Access J. Conditions were bright and dry. The incident involved two cars and appears to have occurred when one vehicle attempted to overtake the other, ignoring the double white line road markings, resulting in a collision. The incident resulted in one serious injury.

2.28. The third incident occurred on Monday 23 October 2023 at 21:25 approximately 215 metres southeast of Access J. Conditions were dark without streetlighting and flooding of the carriageway was recorded. The incident involved one car and appears to have occurred when the vehicle aquaplaned and overturned, resulting in one serious injury.

2.29. The fourth incident occurred on Thursday 21 March 2024 at 08:45 within the vicinity of Access H. Conditions were bright and the surface was wet. The incident involved two cars and appears to have occurred when one vehicle tried to overtake the other, resulting in a collision. The incident resulted in one slight injury.

2.30. The fifth incident occurred on Wednesday 03 July 2024 at 19:30 approximately 180 metres south of Access H. Conditions were bright and dry. The incident involved one car and appears to have occurred when the vehicle lost control on a bend in the carriageway, resulting in the vehicle overturning. The incident resulted in one serious injury.

2.31. The sixth incident occurred on Friday 09 August 2024 at 21:20 approximately 30 metres south of Access F. Conditions were dark with no streetlighting and the surface was dry. The incident involved a motorcycle and a car and appears to have occurred when the motorcycle rider, under the influence of alcohol, crossed onto the opposite side of the carriageway and collided with the car. The incident resulted in one serious injury to the motorcycle rider and one slight injury to the car driver.

2.32. The seventh incident occurred on Friday 09 May 2025 at 17:40 approximately 290 metres south of Access J. Conditions were bright and dry. The incident involved three cars and appears to have occurred when one vehicle exited from a driveway into the path of the second vehicle. The second vehicle did an emergency stop, and a third vehicle did not react in time and rear-ended the second vehicle. The incident resulted in one serious injury.

Summary

2.33. The PIC records show that the PICs are spread across the study area. We note that three of the incidents that occurred on the A477 involved a vehicle overturning. However, the incidents occurred in differing locations and involved a single vehicle on each occasion, appearing to be a result of loss of control on each occasion. It is therefore concluded that there are no highway safety patterns or clusters and that the recorded incidents were likely due to temporary driver error or misjudgement.

3. Proposed Site Access Arrangements

Construction Access

3.1. Access to the site during the construction phase is proposed via the existing access points summarised in **Chapter 2** and one new access**.** The access arrangements will be retained where the existing arrangements can accommodate the construction vehicles anticipated to require access to the site, and upgraded where necessary. **Figure 3.1** provides an overview of the access locations with regard to a topographic and OS mapping survey base.

3.2. The proposed access arrangements are detailed in turn below, with swept path assessments of a 16.5 metre long Heavy Goods Vehicle (HGV), the largest HGV anticipated to be associated with the construction of the solar farm, shown to enter and exit the access points in a forward gear.

Western Parcel

Access A

3.3. The existing access arrangement at location A will be improved to provide an eight metre wide radii and 12 metre long taper on the northern side of the bellmouth. **Figure 3.2** shows that a visibility splay of 4.5 metre x 215 metres can be achieved to the nearside kerbline to the south of the junction, in accordance with Design Manual for Roads and Bridges (DMRB) requirements for the 60mph speed limit. A maximum visibility splay of 4.5 metres x 190 metres is achievable to the north of the junction, but a 2.4 metre x 215 metre visibility splay is achievable to the nearside kerbline. If considered necessary by the highway authority, temporary traffic management can be implemented in this location during the construction period.

3.4. Swept path assessments show that a 16.5 metre long HGV can access and egress the junction to and from the north (as per the proposed construction traffic route, set out in **Chapter 4**) without overhang into the opposing traffic lane on the A4076.

Access B

3.5. The existing access arrangement at location B will be improved to provide a six metre wide radii and 18.6 metre long taper on the northern side of the bellmouth. **Figure 3.3** shows that a visibility splay of 4.5 metres x 215 metres and 2.4 metres x 215 metres can be achieved to the nearside kerbline in both directions, in accordance with DMRB requirements for the 60mph speed limit. However, this would require the removal of significant hedgerow and therefore temporary traffic management will be implemented in this location during the construction period.

3.6. Swept path assessments also show that a 16.5 metre long HGV can access and egress the junction to and from the north (as per the proposed construction traffic route) without overhang into the opposing traffic lane on the A4076.

Access C

3.7. The existing access arrangement at location B will be retained. **Figure 3.4** shows that visibility splays of 4.5 metres x 215 metres to the nearside kerbline are achievable in both directions, in accordance with DMRB requirements for the 60mph speed limit.

3.8. Swept path assessments also show that 16.5 metre long HGVs can access and egress the junction to and from the north (as per the proposed construction traffic route) without overhang into the opposing traffic lane on the A4076.

Access D

3.9. The existing access arrangement at location D will be widened to seven metres wide, with a six metre wide radii connecting into an 8.6 metre long taper on the northern side of the bellmouth. The existing telegraph pole will be relocated and approximately 3.6 metres of hedgerow on the northern side of the access will be removed. **Figure 3.5** shows that visibility splays of 2.4 metres x 215 metres to the nearside kerbline are achievable in both directions, in accordance with DMRB requirements for the 60mph speed of the A4076 Milford Road.

3.10. Swept path assessments also show that 16.5 metre long HGVs can access and egress the junction to and from the north (as per the proposed construction traffic route). without overhang into the opposing traffic lane on the A4076.

<u>Eastern Parcel</u>

Access E

3.11. The existing access arrangement at location E will be widened to eight metres wide, with a four metre wide radii on the eastern side of the access and an eight metre wide radii connecting into an 13.2 metre long taper on the western side of the bellmouth. Approximately 4.3 metres of hedgerow on the northern side of the access will be removed. **Figure 3.6** shows that visibility splays of 2.4 metres x 90 metres to the nearside kerbline are achievable in both directions, in accordance with DMRB guidance for the 30mph speed limit of the A477 within the vicinity of the access.

3.12. Swept path assessments also show that 16.5 metre long HGVs can access and egress the junction to and from the west (as per the proposed construction traffic route) without overhang into the opposing traffic lane on the A477.

Access F

3.13. The existing access arrangement at location F will be improved to provide an eight metre wide radii on the northern side of the bellmouth. Approximately nine metres of hedgerow on the northern side of the access will be removed. **Figure 3.7** shows that visibility splays of 2.4 metres x 215 metres to the nearside kerbline to the south, in accordance with the 60mph speed limit of the A477. A visibility splay of 2.4 metres x 160 metres is achievable to the nearside kerbline to the north, commensurate with the DMRB requirement for 50mph vehicle speeds. Therefore, temporary traffic management is proposed in this location during the construction period.

3.14. Swept path assessments also show that 16.5 metre long HGVs can access and egress the junction to and from the north (as per the proposed construction traffic route) without overhang into the opposing traffic lane on the A477.

Access G

3.15. The existing access arrangement at location G will be widened to five metres wide, with a four metre wide radii to tie into the rear of the lay-by on the northern side and a three metre wide radii to tie into the rear of the lay-by on the southern side. Approximately 1.8 metres of hedgerow on the northern side of the access will be removed. **Figure 3.8** shows that visibility splays of 2.4 metres x 215 metres to the nearside kerbline are achievable in both directions, in accordance with DMRB for the 60mph speed limit of the A477 within the vicinity of the access.

3.16. Swept path assessments also show that 16.5 metre long HGVs can access and egress the junction to and from the north (as per the proposed construction traffic route) without overhang into the opposing traffic lane on the A477.

Access H

3.17. The existing access arrangement at location H will be widened to five metres wide, with a six metre wide radii connecting into a 13.5 metre long taper on the northern side of the bellmouth. **Figure 3.9** shows that visibility splays of 2.4 metres x 215 metres to the nearside kerbline are achievable in both directions, in accordance with DMRB for the 60mph speed of the A477.

3.18. Swept path assessments also show that 16.5 metre long HGVs can access and egress the junction to and from the north (as per the proposed construction traffic route) without overhang into the opposing traffic lane on the A477.

Access i

3.19. The existing access arrangement at location i will be retained. **Figure 3.10** shows that visibility splays of 2.4 metres x 215 metres to the nearside kerbline are achievable in both directions, in accordance with DMRB for the 60mph speed of the A477.

3.20. Swept path assessments also show that 16.5 metre long HGVs can access and egress the junction to and from the north (as per the proposed construction traffic route) without overhang into the opposing traffic lane on the A477.

Access J

3.21. The existing access arrangement at location J will be widened to five metres wide, with a 10 metre wide radii connecting into a 10.5 metre long taper on the northern side and a four metre radii on the southern side of the bellmouth. **Figure 3.11** shows that visibility splays of 2.4 metres x 215 metres to the nearside kerbline are achievable in both directions, in accordance with DMRB for the 60mph speed of the A477.

3.22. Swept path assessments also show that 16.5 metre long HGVs can access and egress the junction to and from the north (as per the proposed construction traffic route) without overhang into the opposing traffic lane on the A477.

Access K

3.23. A new access will be provided in location K, located approximately 380 metres south of Access J. The access is proposed to measure five metres wide, with a 10 metre wide radii on the northern side and a three metre bellmouth radii on the southern side of the access. Although the southern radii is not to standard, it has been constrained to three metres wide to prevent construction vehicles from exiting to the south. Approximately six metres of hedgerow will be removed to accommodate the access. **Figure 3.12** shows that a visibility splay of 2.4 metres x 215 metres to the nearside kerbline to south is achievable. A maximum visibility splay of 2.4 metres x 152 metres is achievable to the nearside kerbline to the north, commensurate with 50mph vehicle speeds when based on DMRB. Therefore, temporary traffic management will be provided in this location during the construction period.

3.24. Swept path assessments also show that 16.5 metre long HGVs can access and egress the junction to and from the north (as per the proposed construction traffic route). The vehicle would overhang the opposing traffic lane on the A477, although this will be managed through the temporary traffic management to be implement.

Construction Compound

3.25. It is anticipated that there will be a number of temporary construction compounds located across the scheme which will be erected and removed during the construction of the different land parcels. The exact location of the compounds will be confirmed by the appointed contractor in due course. The compounds will be of a suitable size for an articulated vehicle to enter and turn in a forward gear.

3.26. The Applicant has produced an indicative temporary construction compound layout which is contained at **Appendix B**. As shown, the indicative compound layout would be 60 metres x 45 metres with an open landing area with a hard-core surface, a secure storage area with perimeter timber hoarding, an office area with perimeter heras fencing and a site office and welfare facility.

3.27. A temporary car parking area (including spaces for minibuses) will be provided within the compound with nine parking spaces. Parking will therefore be contained within the site so that no unnecessary parking will occur on the local highway network. Visitors will be advised of the parking arrangements in advance of travelling to the site.

3.28. If ground conditions dictate, wheel washing facilities will be provided within the construction compounds to prevent vehicles depositing mud and dirt onto the local highway network.

Operational Site Access

3.29. Once operational, the site will continue to be accessed from the A4076 Milford Road and the A477 via the access points described above. Security gates, hung to open inwards, will be installed to secure the site and set back a minimum of ten metres from the edge of carriageway.

3.30. As set out further in **Chapter 5**, once operational the solar farm will be associated with approximately two maintenance visits to the site per month, likely by a 4x4 type vehicle or a small van. These types of vehicles are already using the A4076 Milford Road and the A477.

3.31. Whilst the construction compounds will have been removed, space will remain within the site for vehicles to turn around to ensure that reversing onto the adjacent highways will not occur.

4. Construction Traffic Routing Strategy

4.1. The solar farm components will be delivered by vehicles measuring up to 16.5 metres long (articulated HGVs). The smallest vehicle size will be used where possible.

4.2. It is not anticipated that any Abnormal Indivisible Load (AIL) vehicles will require access to the site at this stage. However, if an AIL is required, an AIL assessment will be prepared and submitted to the highway authority by an AIL specialist.

4.3. The designated route for all traffic associated with the construction phase will be to and from the A40 which is located to the north of the site, east of Haverfordwest. The A40 connects to the M4 (the closest motorway) further east. The proposed construction route is indicatively shown in **Figure 2.1** and summarised below:

i. Construction traffic will travel south onto A4076 Freemens Way from the A40/ Cartlett Road/ Freemens Way roundabout.

ii. Vehicles will continue along the A4076 Freemens Way before routing south onto the A4076 Dredgeman Hill from the A4076/ Pembroke Road/ A4076 Dredgeman Hill/ Caradog's Well Road/ Merlin's Hill roundabout (Merlins Bridge Roundabout).

iii. Traffic will route south along the A4076 Dredgeman Hill (which becomes Vine Road, St Peters Road and Milford Road), routing through Johnston before arriving at the Sunnycroft roundabout.

iv. Vehicles travelling to the Western Parcel (access A-D) will route south onto the A4076 Milford Road. Vehicles travelling to the Eastern Parcel (access E-K) will route east onto the A477.

4.4. There are no signed weight restrictions along the route. However, there is a signed height restriction of 4.8 metres for a bridge which crosses the A4076 Freemens Way approximately 280 metres south of the Merlins Bridge Roundabout. Deliveries to the site will therefore be made on vehicles which are of a suitable size to route beneath the bridge. No road closures will be required.

4.5. Arriving and departing construction vehicles will only access the site via the designated construction route identified in this CTMP. Use of this route for the temporary construction phase is considered appropriate, subject to a highway condition survey (see **Chapter 6**).

4.6. An appropriate signage scheme will be put in place for HGV drivers to follow between the A40 and the site. Drivers will be informed of the route prior to departing for the site and will be advised not to use sat-navs or online route planners.

5. Vehicle Trip Attraction

Construction Phase

5.1. The Applicant has confirmed that the construction period for the solar farm will last between six and nine months. This includes the preparation of the site, temporary access tracks, erection of security fencing, assembly and erection of substations and switchgears, installation of the solar arrays, and grid connection.

5.2. A maximum of up to 50 construction workers are forecast to be on site during peak times during the construction period. As set out in **Chapter 3**, multiple temporary construction compounds will be provided for storage, parking for contractors and the turning of HGVs. Parking will therefore be contained within the site, and no parking is anticipated to occur on the local highway network.

5.3. The location of staff origin points is unknown at this stage, as it will depend on the appointed Contractor. However, it is anticipated that a non-local workforce could stay at local accommodation, for example in Milford Haven or Haverfordwest, and general operatives could be transported to the site by minibuses to minimise the impact on the local highway network. The number of car trips to the site will be limited to senior staff such as project managers and the Health and Safety Executive.

5.4. The construction period will include the use of HGVs to bring equipment and materials onto the site, and this will be strictly managed to ensure that vehicle movements are controlled and kept to a minimum.

5.5. The components which are required to construct the solar farm will arrive in 40ft containers. From experience with solar farms elsewhere in the UK, around 15no. 16.5 metre long HGVs are required for every MW at the site, split equally between the modules and mounting structures. The site is proposed to generate 65MW, which equates to approximately 975 deliveries (1,950 two-way trips) by the largest vehicles.

5.6. The proposed solar farm will also include a substation. It is currently assumed that the components of this will be transported to the site individually by a HGV, resulting in 10 HGV deliveries (20 two-way trips).

5.7. The development will include 86 inverter/transformers. Each will be transported to the site individually due to their size, resulting in 86 HGV deliveries (172 two-way trips).

5.8. Some deliveries will be associated with the preparation of the access tracks within the site. As a worse case, stone may be required to construct the temporary access tracks on the site. Stone is likely to arrive on 10 metre tipper trucks. The site layout includes for 9,570 metres of access track, to be constructed with crushed stone. Assuming a 5 metre width and 500 millimetre depth, one 10 metre tipper truck could carry enough stone for a 5 metre length of track. This would equate to a total of 1,914 (3,828 two-way) vehicles.

5.9. A Front-end JCB will also be required to transport equipment around the site, and to distribute stone as necessary. This is a similar size to a tractor and will either be transported to or driven to the site.

5.10. **Table 5.1** sets out the HGV movements which could be associated with the construction period.

Table 5.1 – Heavy Goods Vehicle Movements – Construction Period

Activity	Vehicle Type	Total Number of Deliveries	Two-way Movements
Solar modules & mounting structures	Up to 16.5 metre articulated HGV	975	1,950
Substation		10	20
Inverters/Transformers		86	172
Fencing		20	40
Cable delivery		10	20
Foundations/ groundworks		25	50
Construction Compounds		20	40
Access tracks (stone)	10 metre tipper	1,917	3,828
General	Front-end JCB	1	2
Total		**3,064**	**6,128**

5.11. Assuming a six to nine month construction period (total) and a six-day working week (144 to 216 working days in total), this would result in an average of approximately 14 to 21 deliveries per day by the largest vehicles (28 to 42 two-way movements).

5.12. It is anticipated that 60% of the total MW capacity will be generated in the western land parcel, with the remaining 40% generated in the eastern land parcel. Based on this assumption, accesses A-D of the western land parcel could be associated with up to around 585 HGV deliveries associated with the solar modules and mounting structures, and accesses E-J could be associated with up to around 390 HGV deliveries during the temporary construction period.

5.13. In addition to the HGV movements identified in **Table 5.1**, there will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management and the transport of construction workers/ subcontractors.

Summary

5.14. It is estimated that there will be around 14 to 21 deliveries per day by the largest vehicles (i.e. 28 to 42 two-way movements) over an approximate six to nine month period. There will also be construction workers arriving at the site first thing in the morning and departing in the evening, although the numbers involved are forecast to be relatively low on a day-to-day basis.

5.15. The level of traffic during the temporary construction phase is not considered to be material and it is considered that alongside the mitigation measures set out in **Chapter 6**, this will not have a detrimental impact on the safety or operation of the local or strategic highway network.

Operational Phase

5.16. Once operational, there is anticipated to be approximately two maintenance visits per month for routine maintenance requirements. These would typically be made by light van or 4x4 type vehicles. Whilst the contractor's compounds will have been removed, space will remain within the site for vehicles to turn to ensure that no reversing onto the public highway will occur.

5.17. These types of vehicles are already using the A4076 Milford Road and the A477 and it is not considered that the frequency of maintenance trips will have a material impact on the existing operation and safety of the local highway network.

6. Proposed Construction Phase Mitigation

6.1. The appointed Contractor for the solar farm will introduce measures to minimise the impact on the highway network. These will be managed by the Project Manager and the Site Manager.

6.2. The Site Manager will assume responsibility for the operation of the site. The details of the Site Manager will be provided to PCC and Traffic Wales in advance of any works being carried out.

HGV Management

6.3. The arrival and departure of HGVs at the site will be strictly managed by the Site Manager. Drivers will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compounds. No HGVs will be permitted to wait on the public highway.

6.4. A call ahead stopping location has been identified on the A4076 to the north of Johnston. The location is a lay-by located approximately two kilometres north of the 'Sunnycroft' roundabout. The lay-by is approximately 230 metres long and provides a rest area for picnics, with a café also located within the lay-by.

6.5. If considered necessary by the highway authorities, deliveries to the site can be limited to hours outside of the network peak hours (i.e. 10:00-16:00 and 18:00-20:00 Monday to Friday, and between 08:00-13:00 on Saturdays). No deliveries will take place on Sundays or Public Holidays. This can be secured by an appropriately worded planning condition.

6.6. Banksmen will be located at each of the site access points when necessary to assist with larger vehicles entering and exiting the site. HGVs will only be permitted to enter and exit the site when the A4076 Milford Road and the A477 are clear of other users. Background traffic will be given priority over construction traffic at all times.

Signage

6.7. Temporary signage will be erected in the vicinity of the site during the construction phase. Diagram 7301 of the Traffic Signs Regulations and General Directions 2016 (TRSGD) ('WORKS TRAFFIC LARGE VEHICLES TURNING') will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background, 1050x750mm mounted in 'A' frame, as illustrated at **Appendix C**.

6.8. The signs will be provided with Welsh above English.

Dust and Dirt

6.9. Wheel washing facilities will be provided within the site prior to vehicles exiting. At this stage, it is anticipated to be in form of a hose or pressure washer located adjacent to each of the site access points, which will prevent mud, dirt and dust from being deposited on the public highway.

6.10. A road sweeper can also be deployed onto the A4076 Milford Road and the A477, if conditions dictate.

Condition Survey

6.11. A pre-commencement walk-over highway Condition Survey on the highway network will be carried out to assess the baseline condition of the adopted highway prior to the commencement of construction activities. At this stage, it is anticipated that the extent of the survey will comprise the A4076 Milford Road and the A477 between the site access points and the Sunnycroft roundabout only.

6.12. The survey will incorporate a photographic record as appropriate. The survey will be accompanied by highway officers at Welsh Government / Traffic Wales and PCC, as required, and a date for this survey will be agreed before construction activities commence.

6.13. This would be followed by a further Condition Survey with a further photographic record covering the same extents as previously assessed at the end of construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities. A date for this survey will be agreed once construction of the site is complete.

7. Cable Run Proposals

Cable Routing

7.1. The scheme will require a cable route between the substation within the eastern land parcel (served from Access i) to the Point of Connection (PoC) to the national grid located to the southwest of the site (served from Access K). The route can be seen on the proposed layout and will extend for approximately 450 metres along the A447.

7.2. It is anticipated that the cable will be laid entirely within land under the control of the Applicant or within the adopted highway. The exact location of the cable route within the highway will be identified by the appointed contractor who will produce a Cable Route Feasibility Report prior to commencement. The presence of any structures, including culverts, along the cable route will be identified at this time, along with any mitigation measures that may be required.

Cabling Laying Method

7.3. Appropriate street works notices will be secured and suitable traffic management and procedures will be implemented along the cable route to minimise disruption to background traffic on the local highway network.

7.4. The traditional trench and duct method will primarily be used. However, the horizontal directional drilling method may be used where there are identified constraints. Horizontal directional drilling allows for the required ductworks to be conducted and executed without the need to open, empty and backfill the traditional trenches. Alternative dig methods will be used where appropriate or necessary, such as hand digging to avoid damage tree roots etc.

7.5. The estimated duration of works will be one month (four weeks) (subject to no Engineering difficulties). There will be two teams working from either end of the route with a maximum of ten staff working on the cable run at any one time.

7.6. Core working hours would be between the hours of 08:00 to 20:00 Monday to Saturday and between 08:00 and 13:00 on Sundays. However, if considered necessary by the highway authority, working hours can be agreed to avoid peak hours. No works will take place during public holidays.

Proposed Construction Compound

7.7. All materials and plant will be stored within the temporary construction compounds within the solar development site. A designated area will be allocated for the storage of materials, machinery and vehicles when not in use. Wherever possible, materials will only be delivered to site along the cable route when they are required.

7.8. Contractors and equipment will be transported to the cable laying site from the compound on a daily basis. All contractor vehicles will park within the solar development site compound in a designated parking area, available for both construction phase visitors and site operatives. Signage will be erected advising/ designating where parking is available.

7.9. Where possible, plant and materials will be delivered to the site compound in suitably sized loads to ensure vehicles have sufficient turning areas within the confines of the site. A banksman will assist any delivery vehicles in turning/ entering/ exiting the site. All materials/ plant will be loaded and unloaded within the site perimeters.

Access Arrangements

7.10. Access to the cable route within the proposed solar development for the construction and operational phases will be gained via the site access arrangements proposed in **Chapter 3**.

7.11. Vehicular access to the site of the future substation will be provided from Access i.

Street Works Licences

7.12. If the site is not to be implemented by a utility company, a Section 50 license will be applied for.

7.13. Prior to commencement of works, the contractor will obtain a New Roads and Street Works Act (NRSWA) Section 50 Street Works Licence and a Section 171 application to make excavations in the highway from PCC.

7.14. The applications will be submitted to PCC via the online application portal**.**

7.15. The Section 50 application will be submitted at least one month in advance of commencement of the proposed works. The Section 171 application will be submitted at least seven days in advance of commencement of the proposed works.

Forecasted Traffic Impact

7.16. The construction teams that will install the cable will be associated with the following vehicles and machinery:

i. Five HGVs associated with the delivery of the cable.

ii. Two transit vans with trailers.

iii. One 32 tonne tipper lorry.

iv. One 2.5 tonne excavator (transported via a flat-bed truck).

v. One hotbox (used to keep asphalt warm); and

vi. Four vans for traffic management.

7.17. It is assumed that each construction team would require one set of the above equipment, and therefore that there could be up to nine vehicles on the local highway network throughout the day.

7.18. There will be a maximum of ten staff working on the cable route. Assuming they all arrive at the compound site by car, this could equate to ten arrivals in the morning peak and ten departures in the evening peak. Staff will be transported to the site of the cable works by van.

7.19. The construction phase will be temporary and, alongside traffic management and mitigation measures set out in **Section 6**, the impact of the works on the local highway network would not be material.

Temporary Traffic Management

7.20. Where required, suitable temporary traffic management measures would be implemented to ensure safe operation and to reduce the impact of the cable route works on the local highway network as far as is reasonably practical.

7.21. In line with the requirements of the PCC Section 50 Licence, there will be appropriate signage, lighting and guarding of the temporary works as per the Code of Practice "Safety at Street Works and Road Works" and Chapter 8 of the Traffic Signs Manual 1991, as required by Section 65 of the NRSWA 1991.

7.22. Detailed traffic management layouts, site specific risk assessments and method statements will be produced and agreed with PCC for all traffic management and highways related construction activities. The precise nature and locations of signage will be agreed with PCC and will remain in place for the duration of the construction period.

7.23. Appropriate traffic control signage will be agreed as part of any of the above traffic management measures, in line with the Traffic Signs Regulations and General Directions (TSRGD) 2016 and Traffic Signs Manual Chapter 8.

7.24. The following traffic management measures could be implemented along the cable route as needed, depending on the nature of the carriageway within which the works are taking place, and whether the cable will be laid within the carriageway or the verge.

Temporary Traffic Signals

7.25. Due to the speed of the A477 where the cable route will be laid, it is proposed that two-way traffic signals will be implemented.

Disposal of Waste

7.26. As per the requirement of the Section 50 licence, the appointed contractor will dispose of any waste material arising from the works responsibly, ensuring compliance with all legislation including, but not limited to, the Waste Duty of Care Code of Practice.

Compliance Inspections

7.27. In line with the requirements of the Section 50 Licence, PCC will meet with the appointed contractor at regular intervals to ensure that the highway is reinstated according to standards. Inspections will take place during the works, six months following reinstatement, and within three months of the guarantee period (up to three years). The guarantee period defines the length of time that the end operator must return to bring the road surface back to normal if any defects occur.

Figures

A2

N

Haverfordwest

A40

A4076 Freemans Way

Location of bridge with
4.8 metre height restriction

A4076 Dredgeman Hill

A4076 Vine Road

A4076 St Peters Road

A4076 Milford Road

A477

A4076

Johnston

Access A

Access B

Access C

Access D

Access E

Access F

Access G

Access H

Access i

Access J

Access K

PRoW PP81 1/1

PRoW PP51 21/1

Key:

- Approximate Red Lion Boundary
- Construction Traffic Route Plan
- Public Right of Way footpath
- Public Right of Way bridleway

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	DD.MM.YY	-	-	-

SITE LOCATION AND CONSTRUCTION TRAFFIC ROUTE PLAN

GREAT HARMESTON SOLAR
MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: DRAFT

DATE: 24/02/2026

SCALE: NTS

DRAWN/CHECKED BY: JAN/AS

APPROVED BY:

JOB No: P24-1037

DRAWING No: FIGURE 2.1

REVISION No:

PEGASUS GROUP

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\\10.1.1.1\Data\Projects\CIRENCESTER\BC 2024\P24-1037 GREAT HARMESTION SOLOR NDA\09 PG Dwgs\06 TR\03 Figures\P24-1037_Figure 2.1.dwg©

A1

N

1:5000
0 125m 250m

Key:

Approximate Red Line Boundary

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

PROPOSED ACCESS ARRANGEMENTS - ACCESS LOCATIONS

GREAT HARMESTON SOLAR
MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: SKETCH

DATE: 20/02/2026

SCALE: 1:5,000

DRAWN/CHECKED BY: JAN

APPROVED BY: KSS

JOB No: P24-1037

DRAWING No: FIGURE 3.1

REVISION No: -

DRAFT

PEGASUS GROUP

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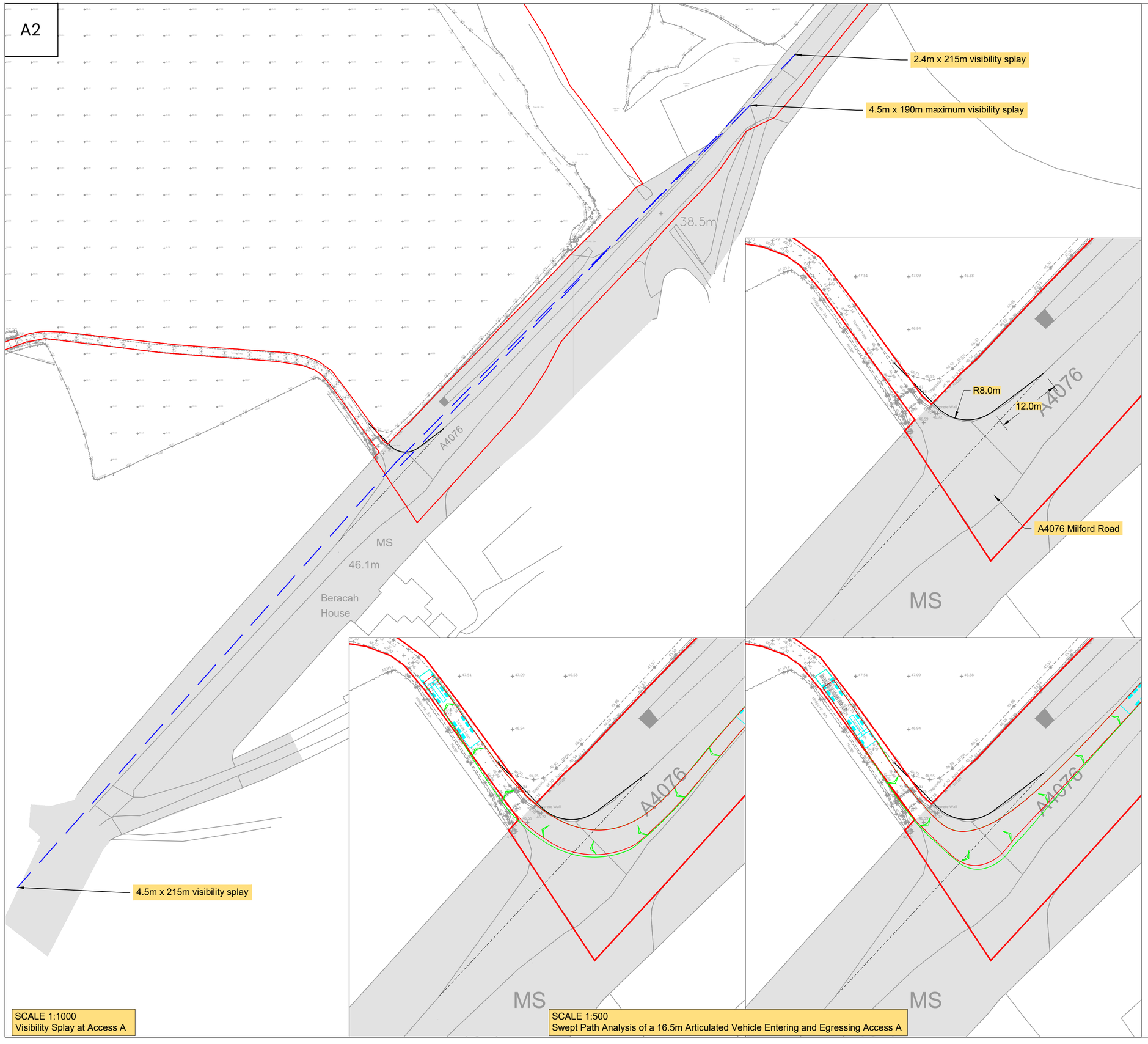
A2



SCALE 1:1000
Visibility Splay at Access A

SCALE 1:500
Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access A

N

1:500
0 12.5m 25m

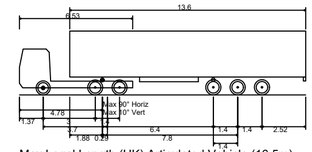
1:1000
0 25m 50m

Key:

- Approximate Red Line Boundary
- Visibility Splay
- Approximate Extent of Adopted Highway

Note:

Subject to topographical survey to confirm gradients and visibility.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	-	-	-	-

PROPOSED ACCESS ARRANGEMENTS - ACCESS A

GREAT HARMESTON SOLAR, MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: INDICATIVE

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
20/02/2026	AS SHOWN	JAN	KSS

JOB No:	DRAWING No:	REVISION No:
P24-1037	FIGURE 3.2	-

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\\10.11\Data\Projects\CIRENCESTER\BC 2024\P24-1037 GREAT HARMESTON SOLOR NDA\09 PG Dwgs\06 TR\03 Figures\P24-1037_ Figure 3.1~3.7.dwg©

A2

N

1:500 0 12.5m 25m

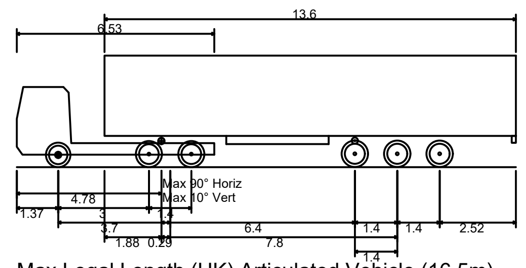
1:1000 0 25m 50m

Key:

- Approximate Red Line Boundary
- Visibility Splay
- Approximate Extent of Adopted Highway

Note:

Subject to topographical survey to confirm gradients and visibility.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	-	-	-	-

PROPOSED ACCESS ARRANGEMENTS – ACCESS B

GREAT HARMESTON SOLAR, MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: INDICATIVE

DATE: 20/02/2026

SCALE: AS SHOWN

DRAWN/CHECKED BY: JAN

APPROVED BY: KSS

JOB No: P24-1037

DRAWING No: FIGURE 3.3

REVISION No: -

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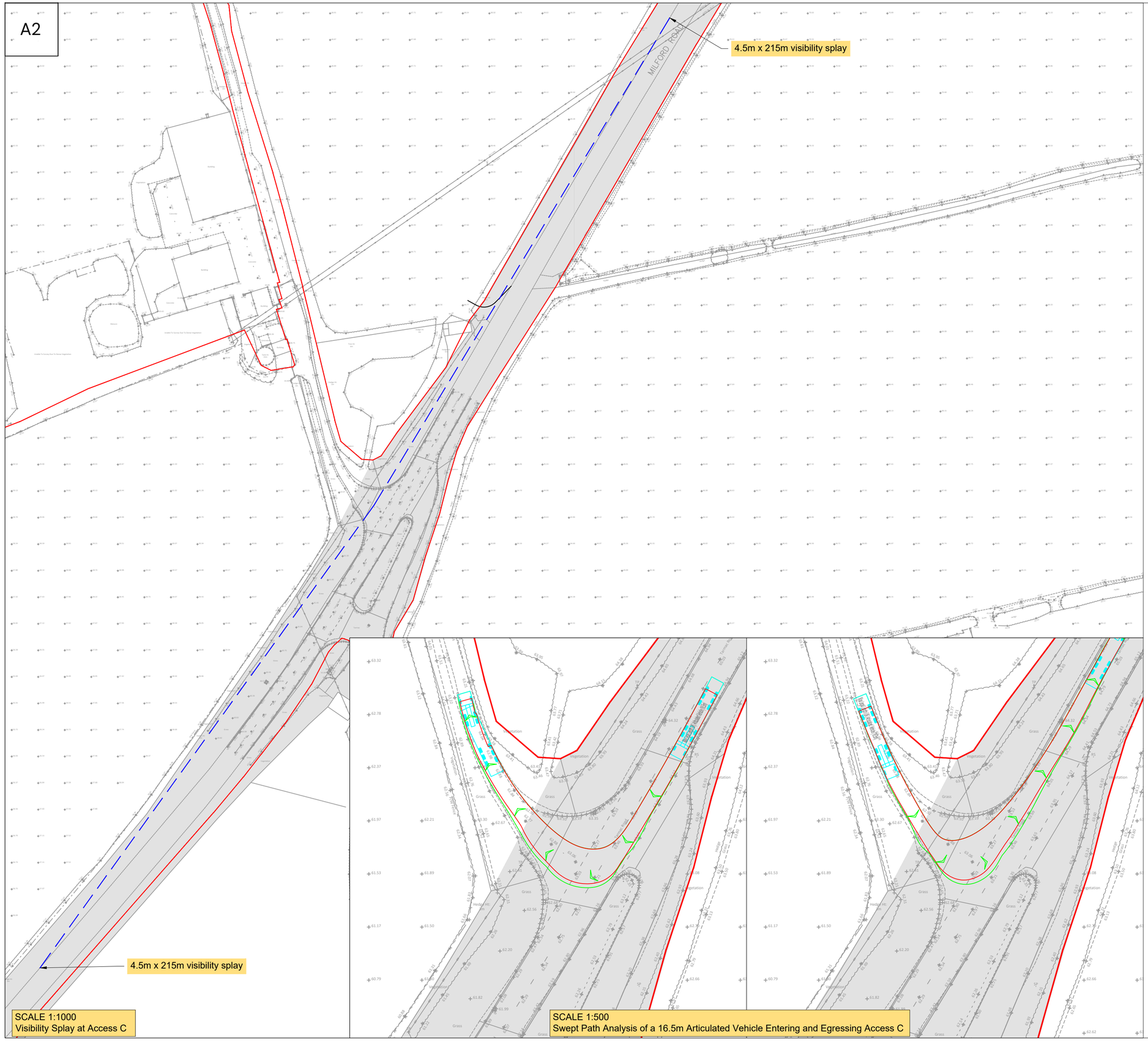
A2



SCALE 1:1000
Visibility Splay at Access C

SCALE 1:500
Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access C

N

1:500
0 12.5m 25m

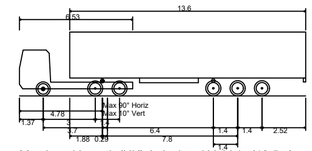
1:1000
0 25m 50m

Key:

- Approximate Red Line Boundary
- Visibility Splay
- Approximate Extent of Adopted Highway

Note:

Subject to topographical survey to confirm gradients and visibility.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	-	-	-	-

PROPOSED ACCESS ARRANGEMENTS - ACCESS C

GREAT HARMESTON SOLAR, MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: INDICATIVE

DATE: 20/02/2026

SCALE: AS SHOWN

DRAWN/CHECKED BY: JAN

APPROVED BY: KSS

JOB No: P24-1037

DRAWING No: FIGURE 3.4

REVISION No: -

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A2

4.5m x 215m visibility splay

4.5m x 129m tangential visibility splay

MILFORD ROAD

4.5m x 215m visibility splay

SCALE 1:1000
Visibility Splay at Access D

R6.0m
8.6m
7.0m
3.8m
R6.0m
A4076 Milford Road
Approximate extent of hedgerow to be relocated
Existing telegraph pole to be relocated

SCALE 1:500
Proposed Access arrangement - Access D

SCALE 1:500
Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access D

N

1:500
0 12.5m 25m

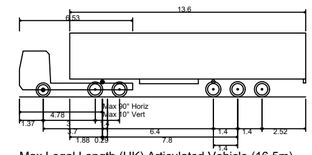
1:1000
0 25m 50m

Key:

- Approximate Red Line Boundary
- Visibility Splay
- Approximate Extent of Adopted Highway

Note:

Subject to topographical survey to confirm gradients and visibility.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	-	-	-	-

PROPOSED ACCESS ARRANGEMENTS - ACCESS D

GREAT HARMESTON SOLAR, MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: INDICATIVE

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P24-1037	FIGURE 3.5	-

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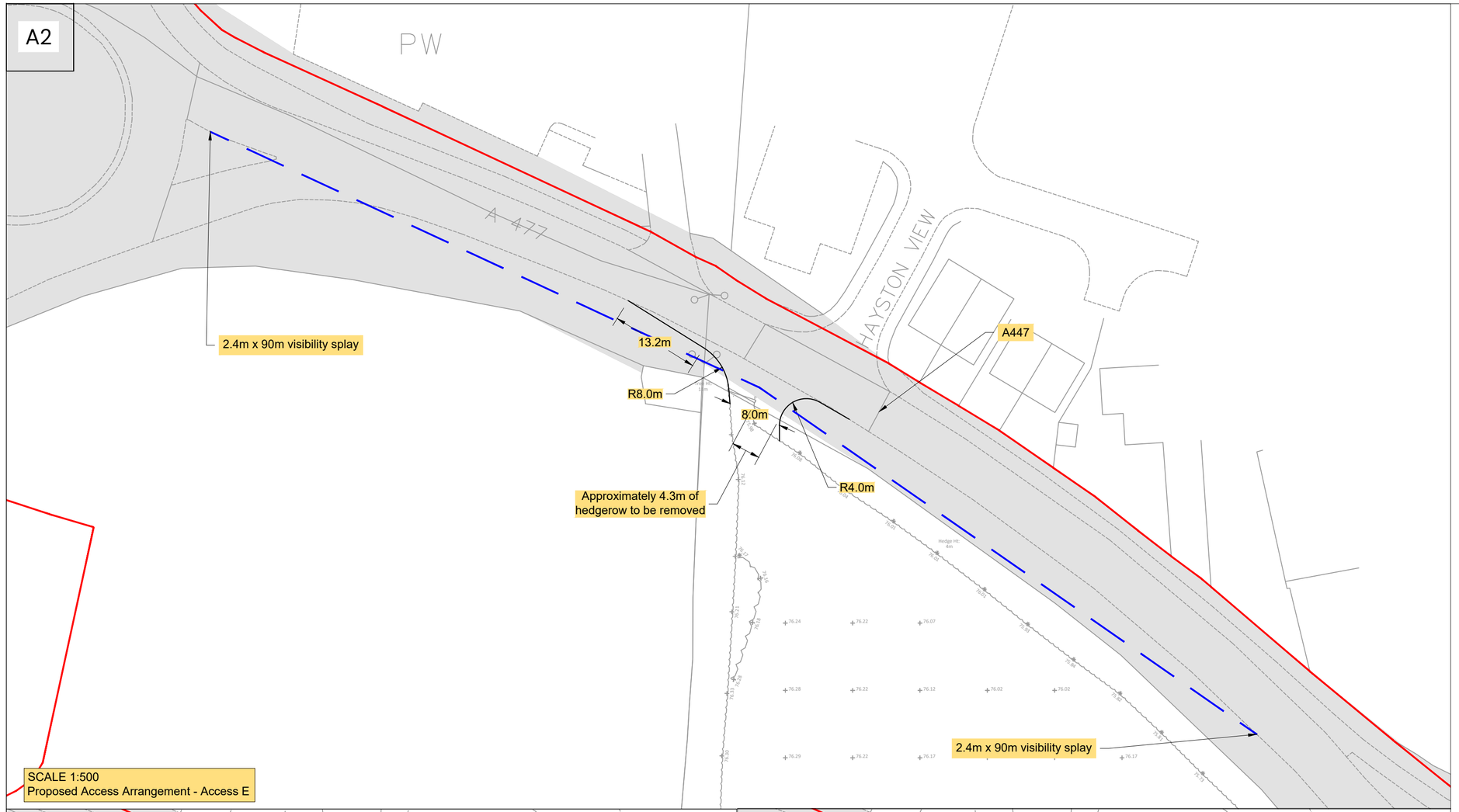
A2



SCALE 1:500
Proposed Access Arrangement - Access E

SCALE 1:500
Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access E

N

1:500
0 12.5m 25m

1:1000
0 25m 50m

Key:

- Approximate Red Line Boundary
- Visibility Splay
- Approximate Extent of Adopted Highway

Note:

Subject to topographical survey to confirm gradients and visibility.

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

PROPOSED ACCESS ARRANGEMENTS - ACCESS E

GREAT HARMESTON SOLAR, MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: INDICATIVE

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JOB No:	DRAWING No:	REVISION No:
P24-1037	FIGURE 3.6	-

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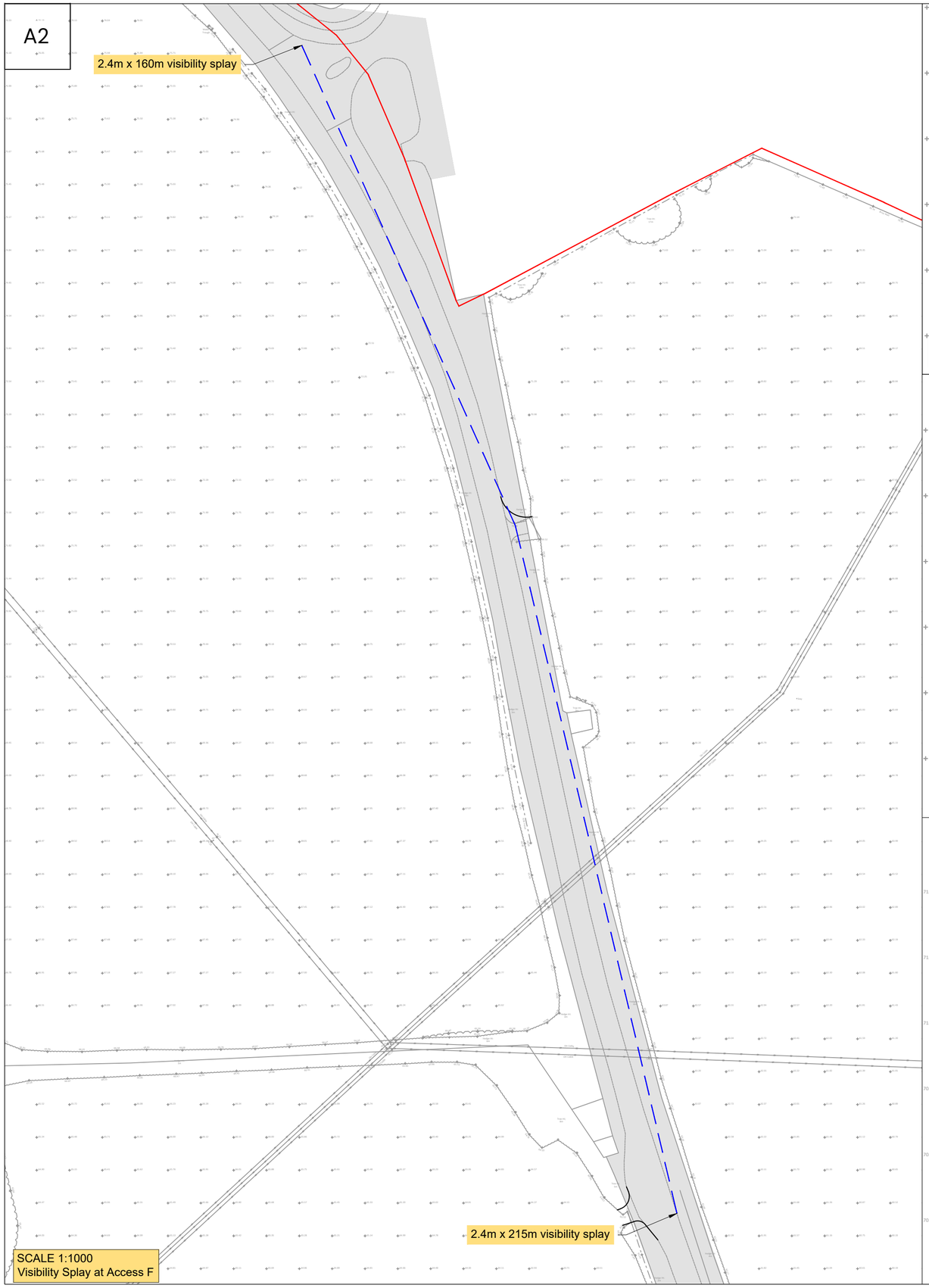
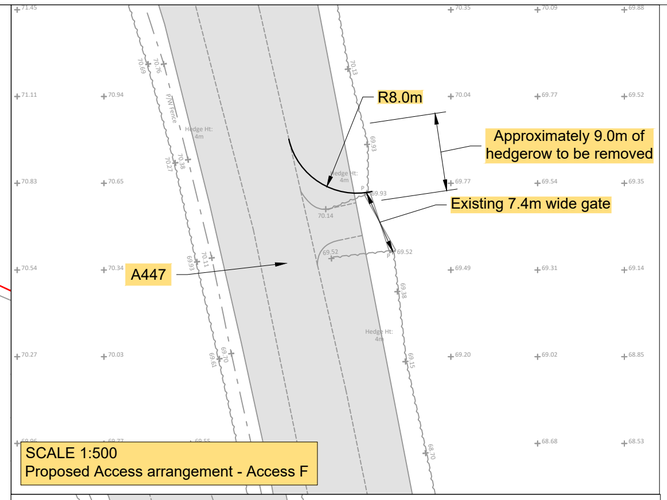
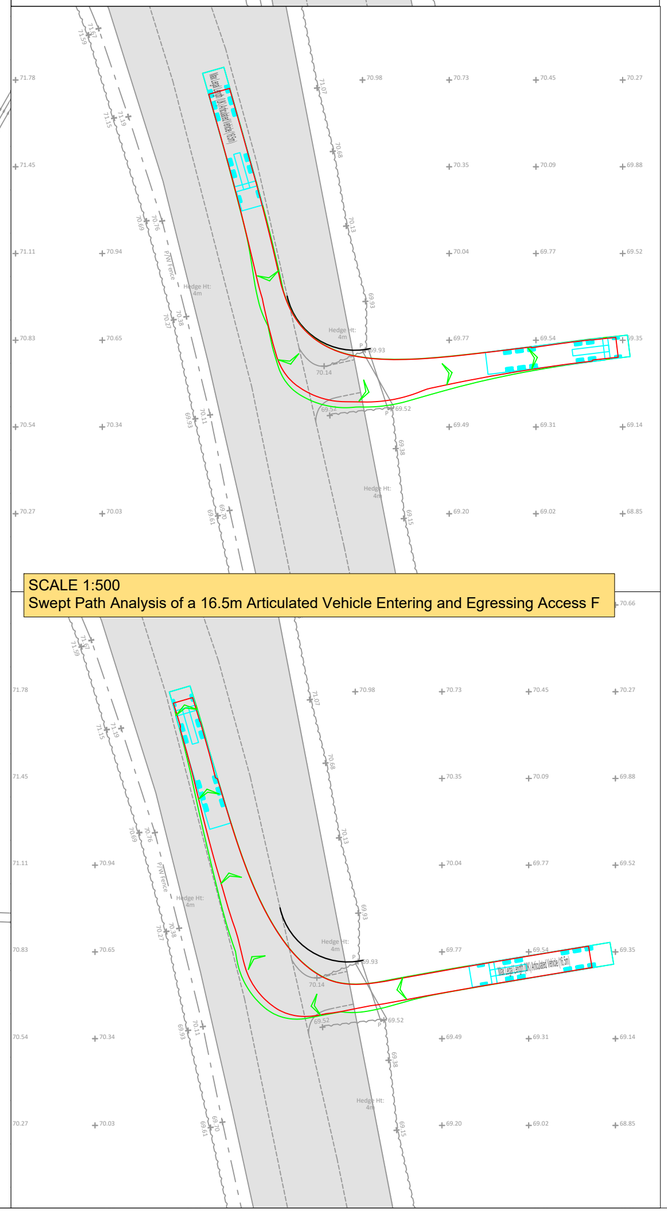
A2



SCALE 1:1000
Visibility Splay at Access F



SCALE 1:500
Proposed Access arrangement - Access F



SCALE 1:500
Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access F

N

1:500
0 12.5m 25m

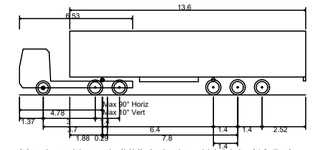
1:1000
0 25m 50m

Key:

- Approximate Red Line Boundary
- Visibility Splay
- Approximate Extent of Adopted Highway

Note:

Subject to topographical survey to confirm gradients and visibility.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

PROPOSED ACCESS ARRANGEMENTS - ACCESS F

GREAT HARMESTON SOLAR, MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: INDICATIVE

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
20/02/2026	AS SHOWN	JAN	KSS

JOB No:	DRAWING No:	REVISION No:
P24-1037	FIGURE 3.7	-

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A2

2.4m x 215m visibility splay

SCALE 1:500
Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access G

SCALE 1:1000
Visibility Splay at Access G

A447

Approximate extent of hedgerow to be relocated

R4.0m

5.0m

R3.0m

2.4m x 215m visibility splay

SCALE 1:500
Proposed Access Arrangement - Access G

1:500
0 12.5m 25m

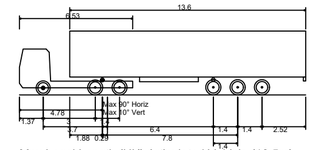
1:1000
0 25m 50m

Key:

- Approximate Red Line Boundary
- Visibility Splay
- Approximate Extent of Adopted Highway

Note:

Subject to topographical survey to confirm gradients and visibility.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	-	-	-	-

PROPOSED ACCESS ARRANGEMENTS - ACCESS G

GREAT HARMESTON SOLAR, MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: INDICATIVE

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
20/02/2026	AS SHOWN	JAN	KSS

JOB No:	DRAWING No:	REVISION No:
P24-1037	FIGURE 3.8	-

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PEGASUS GROUP

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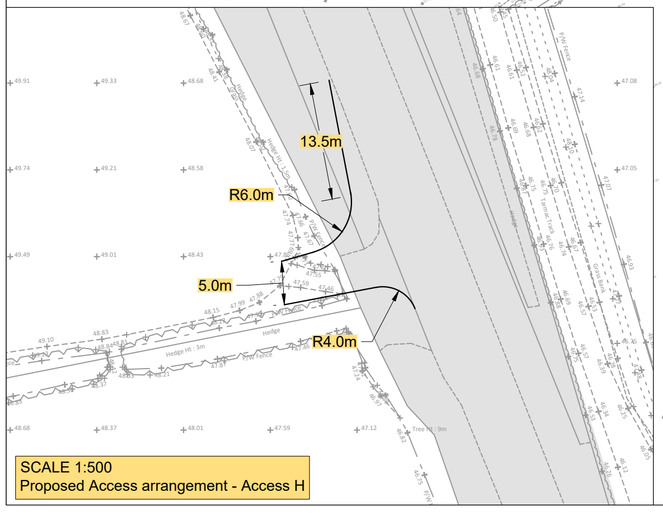
A2

2.4m x 215m visibility splay

SCALE 1:500
Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access H

SCALE 1:1000
Visibility Splay at Access H



SCALE 1:500
Proposed Access arrangement - Access H

2.4m x 215m visibility splay

N

1:500
0 12.5m 25m

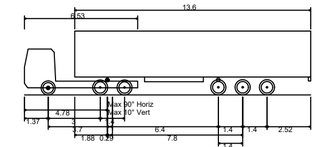
1:1000
0 25m 50m

Key:

- Approximate Red Line Boundary
- Visibility Splay
- Approximate Extent of Adopted Highway

Note:

Subject to topographical survey to confirm gradients and visibility.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

PROPOSED ACCESS ARRANGEMENTS - ACCESS H

GREAT HARMESTON SOLAR, MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: INDICATIVE

DATE: 20/02/2026

SCALE: AS SHOWN

DRAWN/CHECKED BY: JAN

APPROVED BY: KSS

JOB No: P24-1037

DRAWING No: FIGURE 3.9

REVISION No: -

DRAFT

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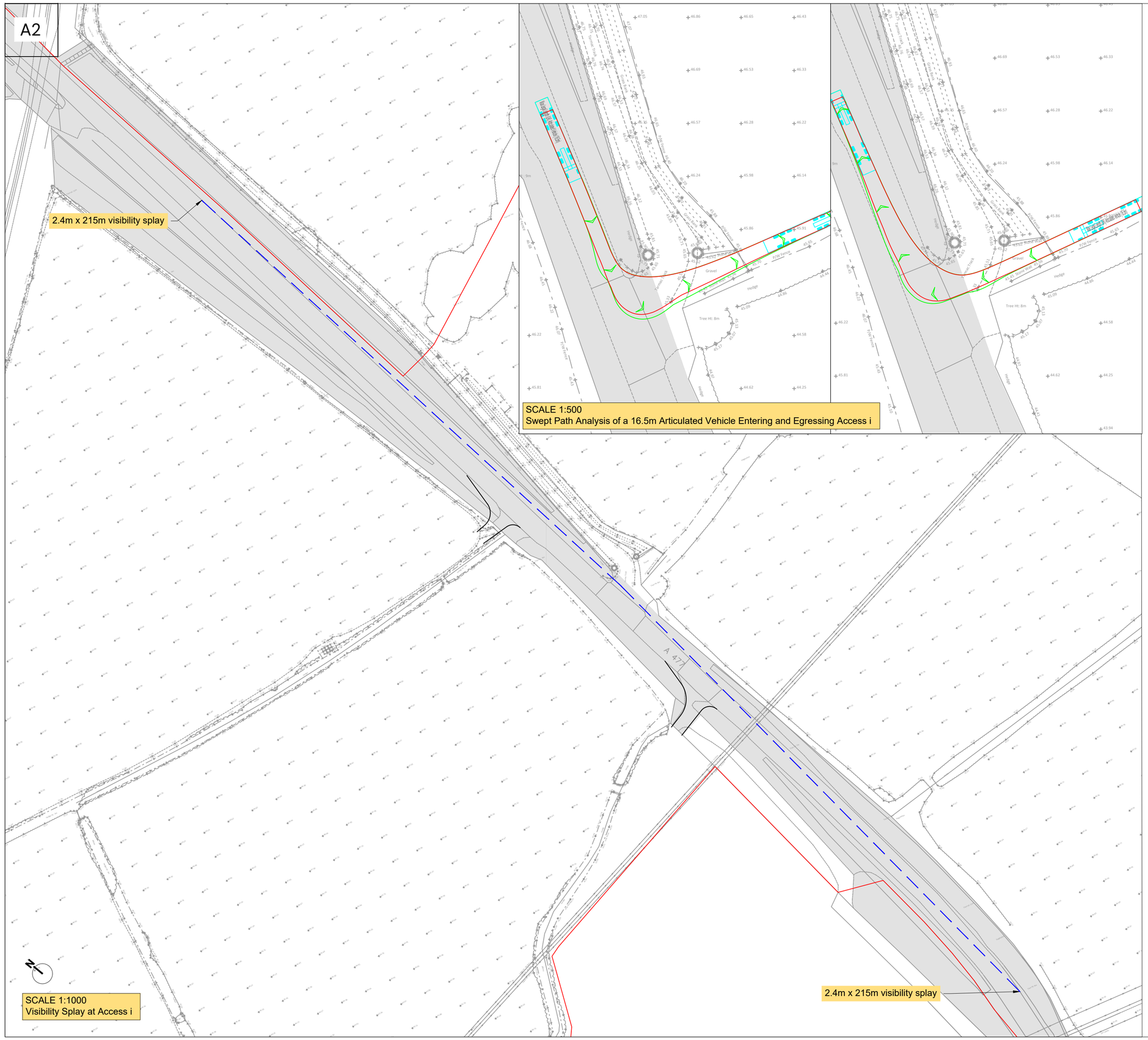
\\10.111\Data\Projects\CIRENCESTER\BC 2024\P24-1037 GREAT HARMESTON SOLOR NDA\09 PG Dwgs\06 TRO3 Figures\P24-1037_Figure 3.8-3.12.dwg©

A2



SCALE 1:500
Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access i

SCALE 1:1000
Visibility Splay at Access i

N

1:500
0 12.5m 25m

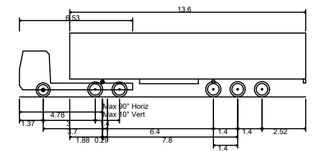
1:1000
0 25m 50m

Key:

- Approximate Red Line Boundary
- Visibility Splay
- Approximate Extent of Adopted Highway

Note:

Subject to topographical survey to confirm gradients and visibility.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	-	-	-	-

PROPOSED ACCESS ARRANGEMENTS - ACCESS i

GREAT HARMESTON SOLAR, MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: INDICATIVE

DATE: 20/02/2026

SCALE: AS SHOWN

DRAWN/CHECKED BY: JAN

APPROVED BY: KSS

JOB No: P24-1037

DRAWING No: FIGURE 3.10

REVISION No: -

DRAFT

PEGASUS GROUP

A2

2.4m x 215m visibility splay

SCALE 1:500
Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access J

SCALE 1:1000
Visibility Splay at Access J

SCALE 1:500
Proposed Access Arrangement - Access J

10.5m
R10.0m
5.0m
R4.0m

2.4m x 205m maximum visibility splay

A 477

N

1:500
0 12.5m 25m

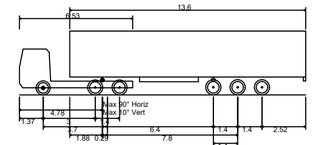
1:1000
0 25m 50m

Key:

- Approximate Red Line Boundary
- Visibility Splay
- Approximate Extent of Adopted Highway

Note:

Subject to topographical survey to confirm gradients and visibility.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	-	-	-	-

PROPOSED ACCESS ARRANGEMENTS - ACCESS J

GREAT HARMESTON SOLAR, MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: INDICATIVE

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
20/02/2026	AS SHOWN	JAN	KSS

JOB No: P24-1037

DRAWING No: FIGURE 3.11

REVISION No: -

DRAFT

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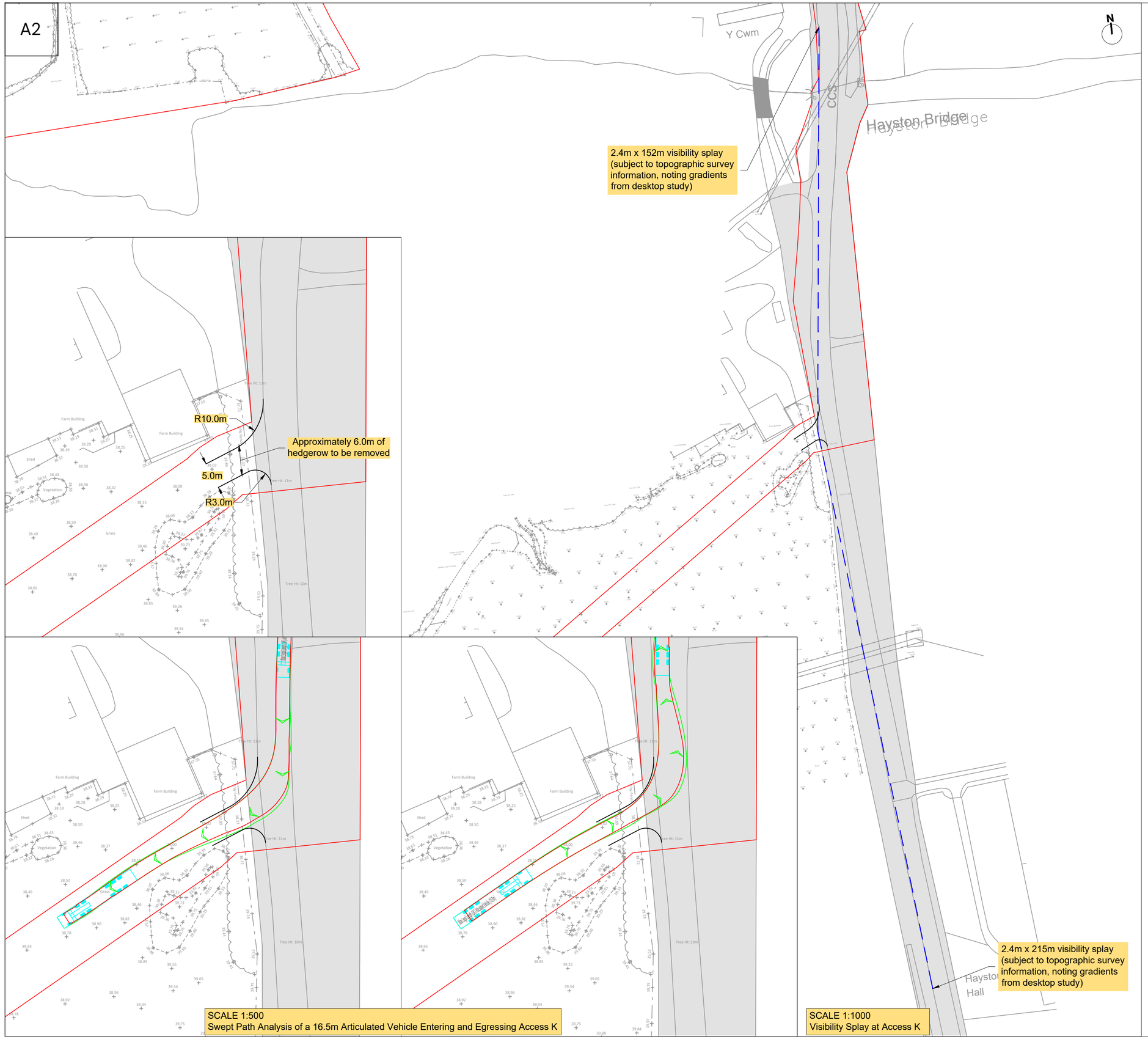
\\10.111\Data\Projects\CHRENCESTER\BC 2024\P24-1037 GREAT HARMESTON SOLOR NDA\09 PG Drwgs\06 TR\03 Figures\P24-1037_Figure 3.8-3.12.dwg©

A2



SCALE 1:500
Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access K

SCALE 1:1000
Visibility Splay at Access K

1:500
0 12.5m 25m

1:1000
0 25m 50m

Key:

- Approximate Red Line Boundary
- Visibility Splay
- Approximate Extent of Adopted Highway

Note:

Subject to topographical survey to confirm gradients and visibility.

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	-	-	-	-

PROPOSED ACCESS ARRANGEMENTS - ACCESS K

GREAT HARMESTON SOLAR, MILFORD HAVEN

CLIENT: ARISE RENEWABLE ENERGY UK LTD

STATUS: INDICATIVE

DATE: 20/02/2026

SCALE: AS SHOWN

DRAWN/CHECKED BY: AS

APPROVED BY:

JOB No: P24-1037

DRAWING No: FIGURE 3.12

REVISION No: -

DRAFT

PEGASUS GROUP

\\10.11.10\Data\Projects\CIRENCESTER\BC 2024\P24-1037 GREAT HARMESTON SOLOR NDA\06 PD Dwgs\06 TRO\3 Figures\P24-1037_Figure 3.8-3.12.dwg©

Appendix A

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

C040821 24/06/2021 Time 1800 Vehicles 1 Casualties 4 Slight
E:191777 N: 208441 First Road: A 4076 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Defective steering or suspension	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Occurred on

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Oth perm objects
Nearside & rebounded Age of Driver 45 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 13 Female Passenger Severity: Slight
Postcode Seatbelt
Back seat

Casualty Reference: 2 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Postcode Seatbelt

Casualty Reference: 3 Vehicle: 1 Age: 23 Male Passenger Severity: Slight
Postcode Seatbelt
Front seat

Casualty Reference: 4 Vehicle: 1 Age: 31 Female Passenger Severity: Slight
Postcode Seatbelt
Back seat

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

CF00221 10/01/2021 Time 2042 Vehicles 1 Casualties 1 Fatal
E:192316 N: 209214 First Road: A 4076 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Occurred on

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation
On main carriageway Skidded and overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Oth perm objects
Nearside & rebounded Age of Driver 26 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Driver/rider Severity: Fatal
Postcode Seatbelt

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

C046221 07/07/2021 Time 1445 Vehicles 2 Casualties 1 Slight
E:191710 N: 208207 First Road: A 4076 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Occurred on

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from NW to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 40 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

C084321 11/10/2021 Time 1245 Vehicles 2 Casualties 1 Slight
E:193673 N: 207791 First Road: A 477 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Occurred on

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: Oth perm objects
Nearside Age of Driver 59 Female
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 59 Female Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

C047322 19/06/2022 Time 0255 Vehicles 1 Casualties 1 Slight
E:193483 N: 208940 First Road: A 477 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Occurred on

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation
On main carriageway Overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Oth perm objects
Nearside & rebounded Age of Driver 19 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 19 Female Passenger Severity: Slight
Postcode Seatbelt
Back seat

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

C100522 01/12/2022 Time 1435 Vehicles 2 Casualties 1 Serious
E:193499 N: 208628 First Road: A 477 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed double white line	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Occurred on

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Serious
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Oth perm objects
Nearside Age of Driver 36 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

1581881 24/04/2025 Time 1155 Vehicles 4 Casualties 1 Serious
E:193599 N: 207712 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: Other Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 1	Very Likely
2nd:	Other	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

All vehicles were travelling in the same direction towards Waterston. V1 and V2 were travelling in convoy and went to overtake V4 Skip Lorry. As the Motorbikes were in the process of overtaking V4, V2 then braked as the V3 Council Lorry who was in fr
Occurred on SCOVESTON ROAD, LLANSTADWEL

Vehicle Reference 1 Motorcycle over 500cc Overtaking moving vehicle O/S
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 77 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 77 Male Driver/rider Severity: Serious
Postcode Seatbelt

Vehicle Reference 2 Motorcycle over 500cc Stopping
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

Vehicle Reference 3 Goods 7.5 tonnes mgw and over Stopping
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 4 Goods 7.5 tonnes mgw and over Going ahead other
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

1587961 09/05/2025 Time 1740 Vehicles 3 Casualties 2 Serious
E:193502 N: 208709 First Road: A 477 Road Type Single carriageway
Speed limit: 60 Junction Detail: Other Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 1	Very Likely
2nd:	Other	Vehicle 1	Very Likely
3rd:	Other	Vehicle 1	Very Likely
4th:	Other	Vehicle 1	Very Likely
5th:	Other	Vehicle 1	Very Likely
6th:	Other	Vehicle 1	Very Likely

V3 has been travelling downhill along A477 Hayston Bridge Road from Sentry Cross towards Johnston with V2 following behind it. V1 pulled out from a nearside Driveway/Farm entrance into the path of V3. V3 has come to an emergency stop and V2 has not b
Occurred on HAYSTON BRIDGE ROAD, JOHNSTO

Vehicle Reference 1 Car Starting
Vehicle movement from W to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Non-stop, not hit Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 49 Male Driver/rider Severity: Serious
Postcode Seatbelt

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

Vehicle Reference 3 Car Stopping
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 41 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

1396087 08/01/2024 Time 1440 Vehicles 2 Casualties 1 Slight
E:193585 N: 207884 First Road: A 477 Road Type 1
Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 477
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Occurred on

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
Vehicle movement from N to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: Oth perm objects
Nearside Age of Driver 72 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 72 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

1424191 21/03/2024 Time 0845 Vehicles 2 Casualties 1 Slight
E:193420 N: 209079 First Road: A 477 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Occurred on

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: Oth perm objects
Nearside Age of Driver 56 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 56 Female Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

1463273 03/07/2024 Time 1930 Vehicles 1 Casualties 1 Serious
E:193517 N: 208796 First Road: A 477 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 was travelling along the A477 Road from Johnston to Sentry Cross, when it has lost control on a sweeping right hand bend. V1 Driver edged to the left, counteracted too much, then went across road and hit offside hedge. V1 rolled onto its offside a
Occurred on HAYSTON BRIDGE ROAD, JOHNSTO

Vehicle Reference 1 Goods vehicle - unknown weight Going ahead right bend
Vehicle movement from NW to S No tow / articulation
On main carriageway Overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Oth perm objects
Nearside & rebounded Age of Driver 34 Male
Not hit and run Breath test Positive
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Serious
Postcode Seatbelt

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

1475666 03/08/2024 Time 2130 Vehicles 2 Casualties 1 Serious
E:191900 N: 208774 First Road: A 4076 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Aggressive driving	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 was driving along A4076 Milford Road from Steynton to Johnston. V2 was behind V1 and V2 has started to flash blue lights in the front. V1 has slowed to stop as they have believed it was Police. V2 has then overtaken and brake checked V1. V1 has ov
Occurred on STEYNTON ROAD, JOHNSTO

Vehicle Reference 1 Car Stopping
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 43 Male Driver/rider Severity: Serious
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Non-stop, not hit Breath test Not requested
Driver Postcode: VRM:

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

1478017 09/08/2024 Time 2120 Vehicles 2 Casualties 2 Serious
E:193186 N: 209740 First Road: A 477 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 Motorcyclist was riding along A477 Johnston Road to Sentry Cross. V1 went across road onto opposite side of road and into the path of oncoming V2. There is suggestion from V1 Rider's Mother who has arrived at scene that V1 Rider has attempted to c
Occurred on JOHNSTON ROAD, MILFORD HAVE

Vehicle Reference 1 Motorcycle 50cc and under Changing lane to right
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Oth perm objects
Nearside Age of Driver 16 Male
Not hit and run Breath test Positive
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Serious
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 21 Female Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

1517254 16/11/2024 Time 1510 Vehicles 4 Casualties 3 Serious
E:191952 N: 208829 First Road: A 4076 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Raining without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Emergency vehicle on call	Vehicle 4	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

V4 is an ambulance which was on an emergency blue light run from Milford Haven to Johnston. As V4 was driving on the solid whites, it has had the blue lights on but no sirens as per the ambulance training. V2 has been in front, they have seen the amb

Occurred on BERACAH HOUSE, MILFORD ROAD, HAVERFORDWES

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 3 Vehicle: 1 Age: 30 Male Driver/rider Severity: Serious
Postcode Seatbelt

Vehicle Reference 2 Car Stopping
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 60 Female Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

Vehicle Reference 3 Car Stopping
Vehicle movement from NE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Female
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 3 Age: 39 Female Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 4 90 Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Female
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

C366221 23/10/2023 Time 2125 Vehicles 1 Casualties 1 Serious
E:193508 N: 208750 First Road: A 477 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Flood
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Occurred on

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway Overturned
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: Entered ditch
Nearside Age of Driver 24 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 24 Female Driver/rider Severity: Serious
Postcode Seatbelt

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

Notes:
60mths PG

C036423 09/05/2023 Time 1745 Vehicles 2 Casualties 2 Slight
E:191708 N: 208196 First Road: A 4076 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Occurred on

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 1 Age: 36 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Waiting to turn left
Vehicle movement from SW to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 36 Female Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates **01/07/2020 and 30/06/2025** (60) months

Selection:
Selected using Manual Selection

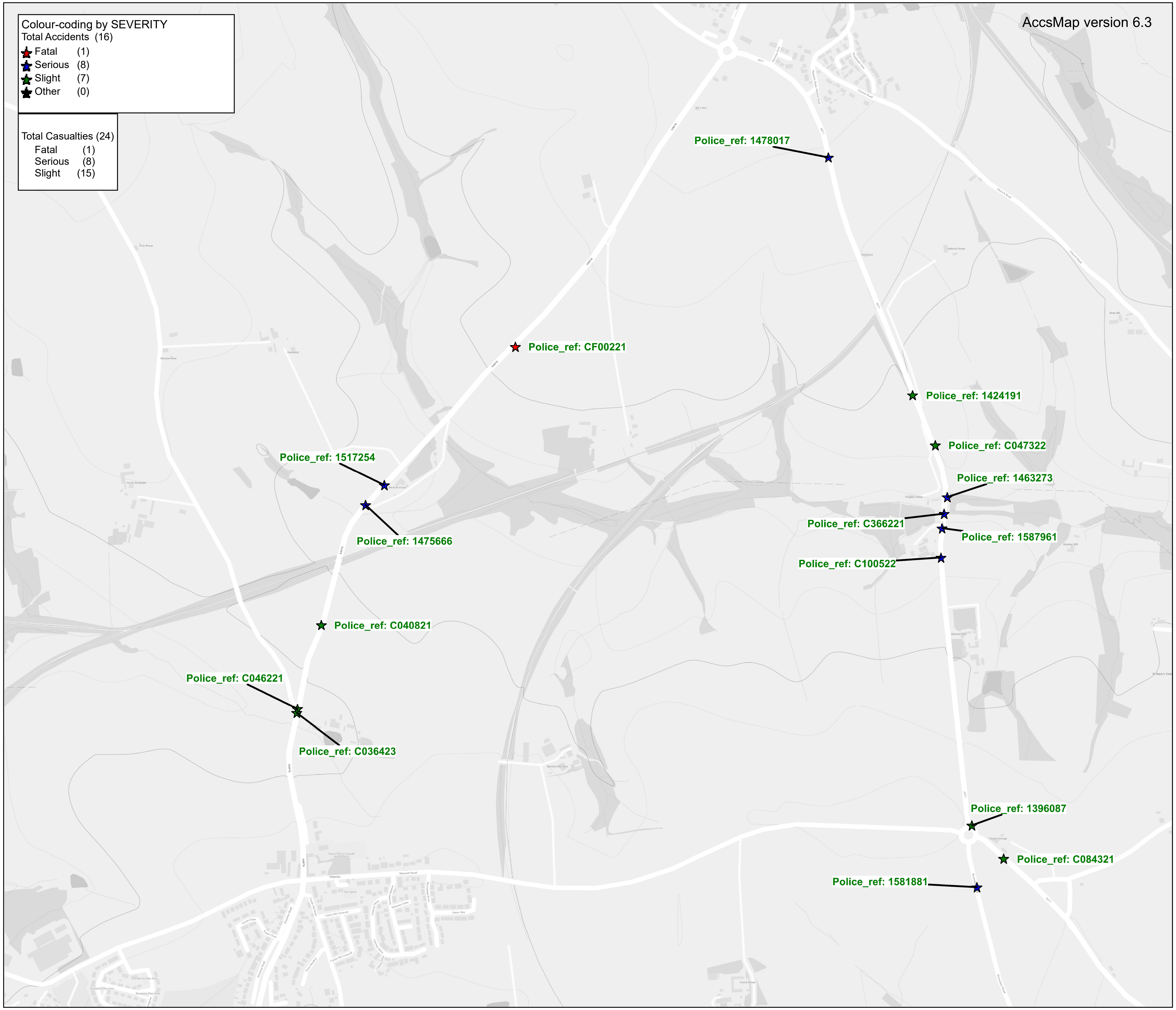
Notes:
60mths PG

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	6	6	13
2-wheeled motor vehicles	0	2	0	2
Pedal cycles	0	0	1	1
Horses & other	0	2	0	2
Total	1	8	7	16

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	1	6	10	17
Passenger	0	0	4	4
Motorcycle rider	0	2	0	2
Cyclist	0	0	1	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	1	8	15	24



Colour-coding by SEVERITY
Total Accidents (16)
Fatal (1)
Serious (8)
Slight (7)
Other (0)
Total Casualties (24)
Fatal (1)
Serious (8)
Slight (15)
AccsMap version 6.3
Police_ref: 1478017
Police_ref: CF00221
Police_ref: 1424191
Police_ref: C047322
Police_ref: 1463273
Police_ref: 1517254
Police_ref: 1475666
Police_ref: C366221
Police_ref: 1587961
Police_ref: C100522
Police_ref: C040821
Police_ref: C046221
Police_ref: C036423
Police_ref: 1396087
Police_ref: C084321
Police_ref: 1581881

N

Pembrokeshire County Council
Cyngor Sir Penfro

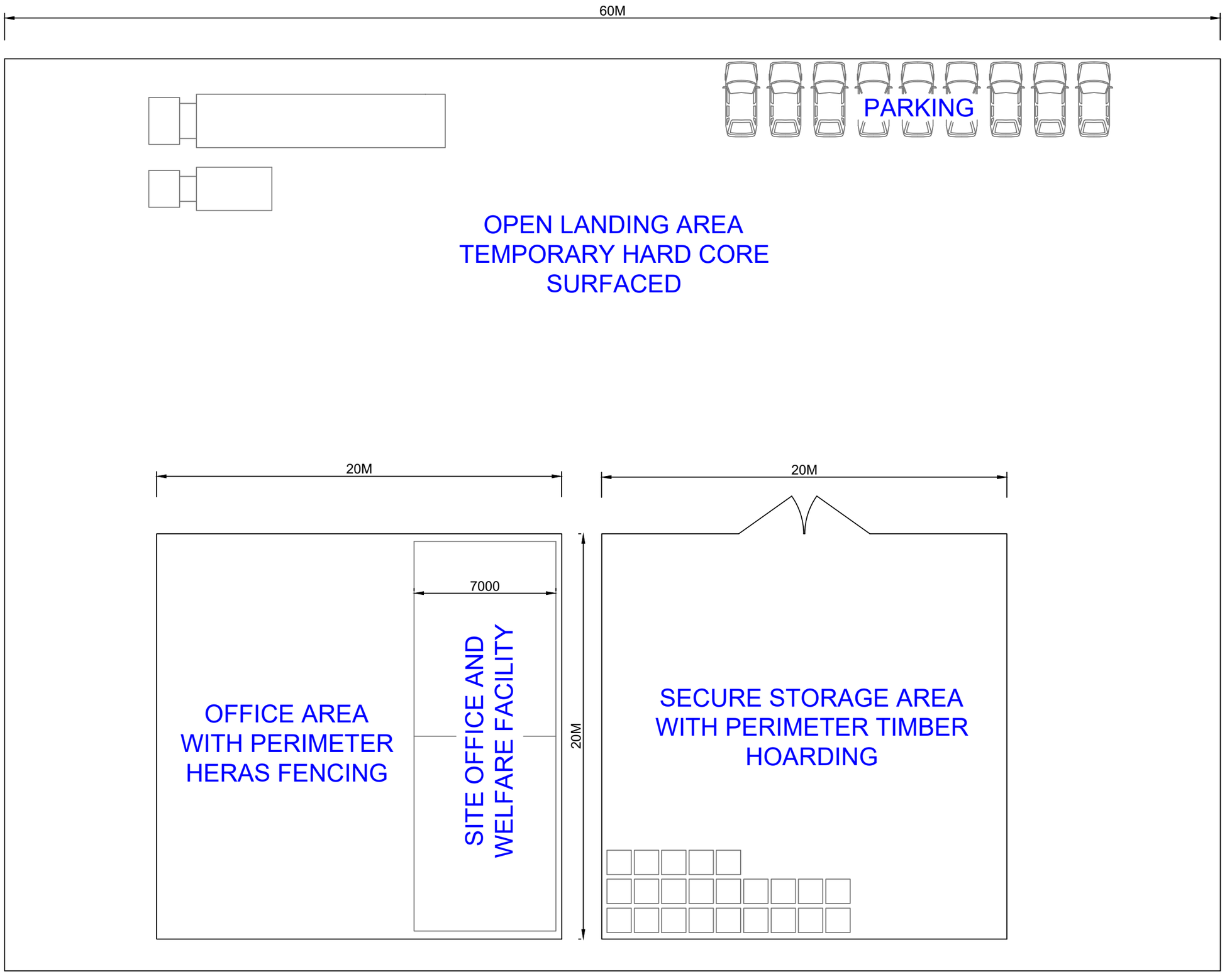
DRAWING TITLE

Personal Injury Collisions
01/07/2020 and 30/06/2025

SCALE	1 : 10000
DATE	24/11/2025
DRAWING No.	A3 60mths PG.PDF
DRAWN BY	CAW

Appendix B

DO NOT SCALE FROM DRAWING, USE ANNOTATED DIMENSIONS ONLY



TITLE :
TYPICAL TEMPORARY CONSTRUCTION COMPOUND

STATUS :
PLANNING

SCALE :
1:50@A3

DATE :
JUN 24

DRAWING NUMBER :

Appendix C

1. Temporary Construction Traffic signage (Diagram 7301 'WORKS TRAFFIC' in the TSRGD)

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Offices throughout the UK.

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