

11. Traffic and Access

11.1 Introduction

- 11.1.1 An assessment will be undertaken of the likely significant effects of the Proposed Development on the environment in relation to traffic, transport and access, in accordance with the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (as amended) and the overarching approach set out in Chapter 4 – Approach to EIA.
- 11.1.2 The construction phase will lead to the greatest level of traffic generation on the study area road network. As such, it is proposed to scope the operational and decommission phases out, as discussed in later sections of this chapter.
- 11.1.3 The Transport and Access EIA Report Chapter will be supported by a Transport Assessment report (including a framework Construction Traffic Management Plan), Abnormal Load Route Survey Report and technical figures (where required). This will cover both the wind farm development and a high-level review of the worst-case grid connection option.
- 11.1.4 The key issues for consideration as part of the assessment will include:
- The temporary change in traffic flows and the resultant, temporary effects on the study road network during the construction phase;
 - The physical mitigation associated with the delivery of abnormal loads; and
 - The consideration of appropriate and practical mitigation measures to avoid, minimise or offset temporary effects.
- 11.1.5 The likely significant effects of these will be examined in detail.

11.2 Study Area

- 11.2.1 The proposed Study Area is based on those roads that are expected to experience increased traffic flows associated with the Proposed Development. The geographic scope was determined through a review of the other developments in the area, Ordnance Survey (OS) plans and an assessment of the potential origin locations of construction staff and supply locations for construction materials.
- 11.2.2 The proposed extents of the Study Area would be as follows:
- The A40 between Abergwilli and Llandovery;
 - The A482 between Lampeter and Llanwrda;
 - The B4302 between Llandeilo and Crugybar; and
 - The Public Rights of Way (PROW), forest access tracks and informal path network located between Pumsaint and the site access.

11.2.3 It is currently anticipated that construction traffic access for the Proposed Development will be taken from the A482 at Pumsaint, with access taken via existing and new access tracks. Loads will then proceed to the proposed turbine locations using bespoke access tracks.

11.2.4 It is expected that Abnormal Indivisible Loads (AIL) for turbine components will use the same access route to enter the site. A detailed Route Survey Report will support the application and will identify the necessary access improvements that will be required to enable loads to access the Site (from Swansea Docks to site via the M4, A40 and B4302).

11.3 Baseline Context

11.3.1 A desk review of the Study Area roads will be undertaken using OS maps (Ordnance Survey, 2024) and aerial photography to identify constraints and receptors in the area and to inform the wider study. A site visit will be undertaken to review the constraints associated with the local road network for AIL access.

11.3.2 Baseline traffic count data will be obtained from new Automatic Traffic Count (ATC) surveys located on the A40, B4302 and A482.

11.3.3 Further traffic data for the Study Area road network will be obtained from UK Government Department for Transport (DfT) traffic count data for the A40 (Department for Transport, 2025). National Road Traffic Forecast (NRTF) Low Traffic Growth assumptions will be used to provide a common future year baseline to coincide with the expected construction traffic peak (Department for Transport, 2022).

11.3.4 Traffic accident data will be obtained from Crashmap UK for the study network to inform the accident review for the immediate road Study Area (Crashmap, 2025). Five years of data will be collated for the roads within the Study Area.

11.4 Embedded mitigation and design assumptions

11.4.1 Mitigation measures that are will be included in the assessment may include:

- A Staff Sustainable Access Plan;
- Enhanced temporary construction warning and direction signage;
- A Framework Abnormal Load Transport Management Plan; and
- Design of the Site access junction to ensure that approved access routes are adhered to.

11.5 Where the assessment identifies that likely significant effects could arise after taking account of embedded mitigation, additional mitigation measures will be identified and described.

11.6 Likely Effects

11.6.1 Sensitive receptors to be considered in the assessment will include communities within the Study Area and users of the road / core path / path links. All receptors, both communities and users, will be considered in detail.

11.6.2 Potential effects arising from the construction of the Proposed Development on road users and residents along the construction access route may include the following:

- Severance;
- Driver delay;
- Pedestrian delay;
- Non-motorised user amenity;
- Fear and intimidation;
- Road safety; and
- Large loads.

11.6.3 A summary of potential effects is noted in Table 11.1 below.

Table 11-1 - Summary of Likely Significant Effects

Summary of Likely Significant Effects		
Receptor	Potential Effects	Scoped In
Construction Phase		
Road Users, Residents and Path / PRow Users	The construction phase generates the highest level of traffic out of the three phases of a typical development. As such, the highest level of potential impact occurs during this phase.	✓
Operational Phase		
Road Users, Residents and Path / PRow Users	Once operational, it is envisaged that the level of traffic associated with the Proposed Development will be minimal. Regular monthly or weekly visits would be made to the wind farm for maintenance checks. The vehicles used for these visits are likely to be 4x4 vehicles and there may also be the occasional need for an HGV to access the wind farm for specific maintenance and/or repairs. It is considered that the effects of operational traffic would be negligible and therefore no detailed assessment of the operational phase of the development is proposed.	X

Decommissioning Phase		
Road Users, Residents and Path / PRow Users	The traffic generation levels associated with the decommissioning phase will be less than those associated with the development phase as some elements such as access roads will be left in place on the Site. As such, the construction phase is considered the worst-case assessment to review the impact on the Study Area. An assessment of the decommissioning phase will therefore not be undertaken, although a commitment to reviewing the impact of this phase will be made immediately prior to decommissioning works proceeding.	X

11.7 Proposed Assessment Methodology

- 11.7.1 The Environmental Assessment of Traffic and Movement (Institute of Environmental Management and Assessment (IEMA), 2023) sets out a methodology for assessing likely significant environmental effects. In accordance with this guidance, the scope of assessment will focus on:
- Potential impacts (of changes in traffic flows) on local roads and the users of those roads; and
 - Potential impacts (of changes in traffic flows) on land uses and environmental receptors fronting these roads, including the relevant occupiers and users.
- 11.7.2 The following rules taken from the guidance will be used as a screening process to define the scale and extent of the assessment:
- Rule 1: Include highway links where traffic flows are predicted to increase by more than 30% (or where the number of HGV is predicted to increase by more than 30%); and
 - Rule 2: Include any other specifically sensitive areas where traffic flows are predicted to increase by 10% or more.
- 11.7.3 Increases below these thresholds are generally considered to be insignificant given that daily variations in background traffic flow may fluctuate by this amount. Changes in traffic flow below this level predicted as a consequence of the Proposed Development will therefore be assumed to result in no discernible environmental impact and as such, no further consideration will be given to the associated environment effects.
- 11.7.4 The estimated traffic generation of the Proposed Development will be compared with baseline traffic flows, obtained from traffic survey data, in order to determine the percentage increase in traffic.

- 11.7.5 Likely significant environmental effects will then be assessed where the thresholds are exceeded. Suitable mitigation measures will be proposed, where appropriate.
- 11.7.6 It is not anticipated that a formal Transport Assessment will be required as these are not generally considered necessary for temporary construction works. A reduced scope Transport Assessment is therefore proposed, considering road link impacts.
- 11.7.7 The effects to be considered in the assessment will be based upon percentage increases in traffic flow and reviewed against the impacts noted above.
- 11.7.8 The effects on receptors identified within the Study Area will be reviewed for the construction phase, with a peak construction period assessment undertaken. This will include a review of the maximum potential impact and therefore it is considered to provide a robust assessment of the effects of construction traffic on the local and trunk road networks.
- 11.7.9 Each turbine is likely to require between 11 and 14 abnormal loads to deliver the components to site. The components will be delivered on extendable trailers which will then be retracted to the size of a standard HGV for the return journey.
- 11.7.10 Detailed swept path analysis will be undertaken for the main constraint points on the route from the port of entry through to the Site access junction to demonstrate that the turbine components can be delivered to site and to identify any temporary road works which may be necessary.

11.8 Summary of Scoping position

- 11.8.1 The assessment will consider the construction effects on road users, residents living on the proposed access routes and users of PRow and paths affected by construction traffic. The peak of impact will occur during the construction phase and it is proposed that the operational and decommissioning phases are scoped out of the assessment.
- 11.8.2 Mitigation will be provided where the IEMA thresholds are exceeded.

11.9 References

Crashmap. (2025). *UK road traffic collision data (STATS19)*. Retrieved April 30, 2026, from <https://www.crashmap.co.uk>

Department for Transport. (2022). *National road traffic projections 2022*. Retrieved April 30, 2026, from <https://www.gov.uk/government/publications/national-road-traffic-projections>

Department for Transport. (2025). *Road traffic statistics: count point data*. Retrieved April 30, 2026, from <https://roadtraffic.dft.gov.uk>

Institute of Environmental Management and Assessment (IEMA). (2023). *Environmental assessment of traffic and movement*. Retrieved April 30, 2026

Ordnance Survey. (2024). *OS MasterMap Topography Layer*. Retrieved April 30, 2026, from <https://www.ordnancesurvey.co.uk> (Accessed: 30 April 2026)

Welsh Government. (2017). *The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (wsi 2017/567 (W. 136))*. Retrieved April 28, 2026, from <https://www.legislation.gov.uk/wsi/2017/567/contents>