Construction Method Statement.

Planning Application for the laying of underground electricity cables in association with Monksfield Solar Farm (LPA Reference: M/24/01781/FUL).

Land near Monksfield Farm, Monksfield Lane, Newland, Worcester, WR13 5BB.

On behalf of RWE UK Renewables Solar & Storage Ltd.

Date: August 2025 | Pegasus Ref: P20-0137 TR03

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
TR03	August 2025	LT	KS	-
TR04	28th August 2025		PPLAN on behalf of Pegasus	PPLAN have added an executive summary and some explanatory notes for the benefit of planners and others

Notes

In this revision TR04, the original text of the document is retained in black whereas the new explanatory notes added by PPLAN in this revision are added in green.

We apologise for any degradation in formatting which may have been caused by needing to convert the original document to MS Word format for editing purposes before converting it back to pdf for uploading to the MHDC planning portal

PPLAN has written its comments as if we were the revising the document on behalf of Pegasus. Hopefully no one has a sense of humour failure when reading it – note of course PPLAN are not being paid to do this work, nor do we have billions of euros behind us to commission professional support, so please cut us a little slack.

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Executive Summary

The key points are:

- The 7-month timescale for cable-laying is dependent on two teams of ten contractors working and no engineering difficulties
    - However, point 3.17 of this method statement says that there is an expectation that only one team will be available
    - **Therefore one could expect the cable-laying to take 14 months with the resultant increase in duration to Highway disruption**
    - Even this 14-month timescale assumes no engineering difficulties are encountered
- Traffic management mitigation comprises:
    - use of traffic signals and stop/go road signs which will be deployed during working hours (i.e., during daylight), and
    - full road closures
- Up to 38 construction vehicles will be deployed on the highway (19 if there is only 1 team of 10 contractors)
    - Clearly even if some of the cable is laid on the verge, then these vehicles will be parked on the highway

We accept that we have not carried out any assessment of impact on the A449 of these roadworks, and that this in itself, leads to a conflict with paragraph 116 of the NPPF since our approach is neither precautionary nor robust and there remains a risk that the development will lead to a severe residual cumulative impact on the Highway that cannot be mitigated, both in terms of safety and congestion.

Please see the reports uploaded to the MHDC planning portal by PPLAN for further information on likely congestion and road safety impacts given that we have not assessed it ourselves.

1. Introduction

1.1. This Construction Method Statement (CMS) has been prepared by Pegasus Group on behalf of RWE UK Renewables Solar & Storage Ltd (the Applicant) to address the transport matters relating to the installation of an underground cable in association with the proposed Monksfield Solar Farm (LPA Reference: M/24/01781/FUL), to a Point of Connection (PoC) at the Malvern Bulk Supply Point (BSP). This CMS should be read in conjunction with the Construction Traffic Management Plan (CTMP) produced in support of the M/24/01781/FUL application.

Just to avoid any confusion, the company referred to above as "RWE UK Renewables Solar & Storage Ltd" is the same applicant as completed the planning application form, which is actually RWE Renewables UK Solar & Storage Ltd. Our mistake in putting the UK bit in the wrong place (we just checked on Companies House), but as you may have gathered, attention to detail is not our strong point. At least we have managed to spell "Worcester" correctly in this document, whereas the Applicant referred to it as "Worchester" on the planning application form.

1.2. The Monksfield solar farm site is located approximately 1.6 kilometres east of the village of Leigh Sinton. The proposed cable route will extend through private land from the Solar Site towards the A449 where it will route for approximately 4.1 kilometres south along the A449 and Spring Lane to the Malvern BSP located to the southeast at Malvern Link. The cable route between the site and the PoC will be within land which is Highway Maintainable at Public Expense (HMPE) (including sections of carriageway and verge).

You'll note that we have now started calling it "Monksfield solar farm" rather than "Chapel Hill Solar Farm" which was the original name we gave it. We called it Chapel Hill as it helped us to disguise where the solar farm is, as no one had heard of Chapel Hill, not even locals. However, those nuisance people at PPLAN have called it Monksfield Solar Farm, and as we aren't beating them we may as well join them.

1.3. 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.

1.4. The contact details of the appointed contractor and those of the highways department at Worcestershire County Council (WCC) will be exchanged before commencement of the works on site.

We don't expect to meet the WCC people as we understand that they based in Bristol and Bournemouth and only conduct desktop exercises, as it is too far for them to travel. This is quite fortunate for us, as it means that no traffic modelling has been undertaken so WCC don't know how busy the A449 is, despite traffic flow numbers being in the public domain as evidenced by PPLAN's professionally written report uploaded to the MHDC planning portal.

2. Site Context Local Highway Network

Site Location

2.1. The proposed Monksfield Solar Farm site is located approximately 1.6 kilometres east of Leigh Sinton and six kilometres southwest of Worcester.

2.2. The solar farm site comprises of five land parcels, as shown on Figure 2.1, referenced as the following within the CTMP:

i. Land Parcel A – located to the east of the A4103.

ii. Land Parcel B – located to the northwest of the A449.

iii. Land Parcel C – located to the east of Hawthorne Lane.

iv. Land Parcel D – located to the east of the A449; and

v. Land Parcel E – located to the east of the A449.

2.3. The cable route will extend south from the site through private land onto the A449 before turning south onto Spring Lane and then into the Malvern BSP to the PoC.

Local Highway Network

A449

2.4. The A449 is a single carriageway road that measures approximately eight metres wide and is subject to a 40mph speed limit within the vicinity of the solar farm site which reduces to 30mph just west of the A449/Townsend Way roundabout. It connects to the A4440 via the Powick Roundabout to the north and continues to the southwest through Malvern. Footways are generally provided along at least one side of the carriageway. Street lighting is only provided within the vicinity of the built up area of Malvern.
Update - note that not all our statements are correct, but you have to bear in mind that we aren't local and the hundreds of millions of £ profits that we shall make from this development if it proceeds does not justify travelling to the site to check our facts. PPLAN have informed us that, whilst the speed limit is 40 mph as you head East of the A449/Townsend Way roundabout, by the time you reach the vicinity of the solar farm, the speed limit on the A449 is actually the national speed limit of 96 km/h (60 mph if unlike us you are English), reducing to 80 km/h (50mph) just past the solar farm as you head east.

Of course, the fact that suggesting it was within a 40mph zone makes it sound safer is purely coincidence, and not part of trying to make out that the proposed ~~contraflow~~ highways mitigation measures will sound safer than they actually are.

Spring Lane

2.5. Spring Lane is a lit, single carriageway road that measures approximately five to six metres wide and is restricted to a 30mph speed limit. To the north it connects onto the A449 via a signalised junction. Footways are provided along both sides of the carriageway.

The road is normally lined with parked cars for employees working at the local businesses during the day when we plan to be laying the cables. However, we thought we wouldn't mention that as it might not go down too well with the planners let alone the businesses themselves.

Existing Access

2.5. Access to Malvern BSP is provided via an existing access arrangement at the end of Spring Lane which measures approximately five metres wide. This access leads directly into the PoC site and is already used by vehicles associated with the Malvern BSP site.

Highway Safety

2.6. Personal Injury Collision (PIC) data has been obtained from WCC for the most recent five years of available records from 01/04/2020 to 31/03/2025. The study area included the A449 from the access to Land Parcel C up to and including the junction with Spring Lane, and the length of Spring Lane between the A449 and the Malvern BSP. The data shows that 13 slight incidents and four serious incidents were recorded during the study period. The full dataset and plot are contained at Appendix A and are summarised in Table 2.1 below.

Note that in our original Construction Traffic Management Plan (CTMP) submitted with the planning application, we stated that only 5 incidents occurred in the data period within 250m of the access points for the solar farm, hoping that no one would notice that in the data supplied by WCC (which we foolishly included in the appendices), there were actually 10 incidents recorded.

Annoyingly, this dataset has even more incidents in it; at least as we are only considering the cable route, we do not need to include those incidents occurring on the A4103 that are near to the access point for parcel A.

Table 2.1 – Personal Injury Collision Summary

Date & Time	Location	Road/Weather Conditions	Severity	Incident Summary
Incidents Recorded on A449				
02/05/2020 11:02	A449 at junction with The Beeches	Dry / fine without high winds	Slight	A motorcycle appears to have attempted to overtake queuing traffic into the path of a van which was turning right, causing a collision
23/05/2020 14:55	A449 at junction with unclassified road	Dry / fine without high winds	Slight	A car appears to have attempted to turn right into the path of an oncoming car, causing a collision.
27/05/2020 13:05	A449 near junction with unclassified road	Dry / fine without high winds	Slight	Traffic was queuing and moving slowly, a car appears to have driven into the rear of the car in front which then also hit the rear of the car in front of it.
09/07/2021 09:50	A449 at layby near Newland Court	Dry / fine without high winds	Slight	A car appears to have stopped suddenly to turn right, the car behind failed to stop in time and collided with the car in front, the car following this also collided
02/04/2022 21:39	A449 at layby near Monksfield Lane junction	Dry / fine without high winds	Slight	A car appears to have exited a layby into the path of an oncoming car.
09/01/2023 11:26	A449 junction with Madresfield	Wet or damp/ fine without high winds	Serious	A car appears to have veered into the opposing carriageway colliding with an oncoming car.
10/01/2023 17:45	A449 junction with Lower Howsell Road	Wet or damp / raining	Slight	A pedestrian appears to have stepped into the path of an oncoming vehicle, causing a collision.
04/04/2023 07:20	A449 junction with Queen Elizabth Road	Dry / fine without high winds	Serious	A car appears to have lost control and collided with a lamppost.
10/07/2023 08:15	A449 opposite Pins Green Farm	Dry / fine without high winds	Slight	A car appears to have driven into oncoming traffic colliding with another car.
13/11/2023 19:50	A449 at junction with Spring Lane	Wet or damp / raining	Slight	Two cars travelling in opposite directions appeared to have collided with each other.

Date & Time	Location	Road/Weather Conditions	Severity	Incident Summary
05/01/2024 18:56	A449 junction with Old Worcester Road	Wet or damp / fine without high winds	Serious	A pedestrian appears to have stepped out into the carriageway into the path of an oncoming vehicle.
22/04/2024 19:40	A449 junction with B4208	Wet or damp / raining	Slight	A car appears to have been travelling round the roundabout before mounting the kerb and colliding with a lamppost.
24/07/2024 08:36	A449 near B4208	Wet or damp / fine without high winds	Slight	A car appears to have collided with the rear of a van which was slowing as it approached a roundabout.
31/01/2025 19:00	A449 at junction with Monksfield Lane	Dry / fine without high winds	Serious	A car appears to have attempted to turn right into the junction into the path of a cyclist causing a collision.
Incidents Recorded on Spring Lane				
20/07/2020 15:00	Spring Lane at junction with Spring Lane	Dry / fine without high winds	Slight	A cyclist appears to have been riding on the pavement and cycled off the kerb into the carriageway into the path of a car.
04/08/2020 20:00	Spring Lane at junction with Spring Lane North	Dry / fine without high winds	Slight	A car appears to have overtaken a pedal cycle and then immediately turned left, the cyclist then collied with the rear of the car.
17/01/2023 05:15	A449 junction with Spring Lane	Frost or ice / fine without high winds	Slight	A car appears to have clipped a pedestrian that was crossing the road.

2.7. The PIC data suggests that there are no highway safety patterns or clusters within the vicinity of the site that would indicate an existing highway safety issue.

This of course is dependent upon not looking for patterns. However, as PPLAN have flagged in the Highway Safety objection registered on the MHDC planning portal, there is a concern that several of the incidents in the original dataset in our CTMP, have some recurring features:

- Queuing traffic
- Vehicles turning right off the main carriageway
- Cars running into the back of slowing / stationary traffic

The roadworks caused as a result of the cable-laying will of course have the characteristics of queuing traffic and the construction vehicles associated with the cable laying will of course be turning right off the A449 into the construction compound. You can of course understand why we did not wish to flag these characteristics which we note are present in several of the A449 incidents in this data set.

Public Rights of Way

2.8. There are no Public Rights of Way (PRoW) which cross the proposed cable route alignment, however there are three PRoW footpaths which emerge on to the A449 and three PRoW footpaths which abut Spring Lane along the cable route.

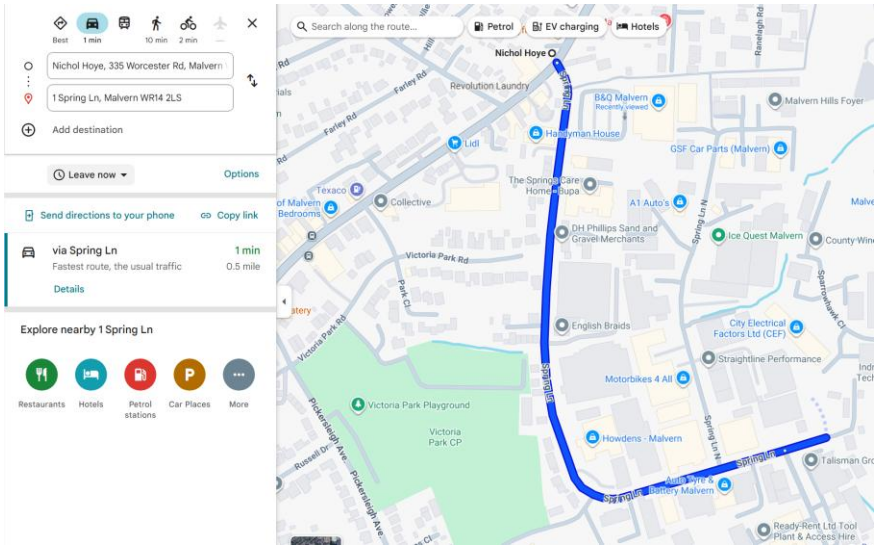
3. Development Proposals

Cable Routing

3.1. The proposed cable route will extend between the Monksfield Solar Farm site and the Malvern BSP. The cable route extends south from the solar farm along the A449 in a southerly direction for approximately four kilometres before turning south onto Spring Lane
which it follows for approximately 80 metres. In total the proposed cable route is approximately 4.1 kilometres in length. The cable route between the site and the PoC will be within land which is HMPE (including sections of carriageway and verge).

You may of course think that the thing that looks like a sub-station on Spring Lane is more than 80 metres along Spring Lane. Indeed, if you think it is the facility shown in the photo below, then you would be right:

If it is indeed the correct facility, then google maps shows it as half a mile from the A449 junction, as shown below:



However, by making out it is only 80m along Spring Lane, we are hoping that planners will not take into account all the disruption to local businesses etc whilst we are digging up the road and parking our big lorries along the road.

Time to include another one of those hilarious sheep pictures that those b******ds at PPLAN keep putting in their objections:

Not only do we not like their sense of humour, we are also annoyed at their thoroughness. Surely they can see that our slapdash approach is commensurate with the size of profits we will make and the concerns not only over highways safety but of course fire safety that the local residents have.

3.2. The route to the PoC is shown on Figure 2.1.

Cable Laying Method

3.3. 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. This is set out at Section 4.

For the avoidance of doubt, "background traffic" is primarily those annoying local people going about their daily business, such as taking their children to school and going to work. They also include emergency vehicles, commercial vehicles and visitors to the area. They are "background" in the sense that they are far less important than the hundreds of millions of euros that we shall be making from this solar farm if it goes ahead.

However, we have used the work background to imply the roads are quiet – please do not read PPLAN's Highway Traffic Disruption report which cites (from publicly available data sources) daily traffic of 23,000 vehicles along the road, which is near the capacity of a single carriageway A-road.

Note also the careful use of the work "minimise" above. Even if we can't do any of the work without reducing the road to single direction working, we shall still have minimised disruption. Of course, the fact that there will be rather a lot of it doesn't mean we haven't minimised it.

3.4. The proposed cable route will primarily be installed via the use of a cable plough in the highway verge. This will be the preferred method of installation where no utilities are present. Additionally, an open-cut method will be used where the cable is required to route along the carriageway itself or if utilities are present. This involves the excavation of a trench into which cables could either be directly laid, or a duct could be laid, through which cables could then be pulled.

Clearly in the context of those profits, we could not possibly research the amount of cable that we shall have to lay along the road in advance. We shall just use waffly, misleading statements and hope that planners have too much on their plate to think about what this actually means.

And of course, given the desktop nature of our research, we've not taken into account the housing along both sides of the A449 between the Townsend Way roundabout and Spring Lane, its narrow pavements and the guarantee that there will be utilities serving these buildings.

3.5. The Applicant has advised that the estimated duration of works will be around seven months, subject to no engineering difficulties and the availability of qualified teams and equipment. The applicant has advised that in their experience a qualified workforce and the appropriate equipment are not always available so if ultimately possible two teams will be deployed working at different ends of the route. However, it may only be a single team. A team will consist of up to 10 staff.

What we are really saying here is that we expect to have only one team working and therefore the work will take 14 months to complete, even then, only if there are no engineering difficulties and the qualified team and equipment is 100% available for that period. 18 months would be a more realistic planning assumption, which is fine for us, as although we state 12 months for construction of the solar farm as a whole, that is also a gross under-estimate as evidenced by the time taken to construct other solar farms in Worcestershire which are smaller than this one.

Note in section 3.17 below we have stated that the 1-team option is the more likely option than the 2-team option! Of course we are hoping that you won't notice that nor deduce the likely impact on elapsed time. Baaaah!

3.6. The applicant has advised that in their experience, to reduce the impact on the local highway network, a seven day working week should be implemented with work undertaken during all daylight hours. This is particularly preferable at roundabouts (of which there are two along the cable route) as lane closures will be shorter and therefore less impactful. Views as to the suitability of this are sought from the highway authority.

We are generously planning to do all this work when most road users are using the A449 rather than at night when the traffic would be lighter.

Access Arrangements

3.7. Access to the Monksfield solar farm will be provided via the proposed access points as set out in the supporting CTMP. Access to the cable run site will be via an area of works on the A449 and Spring Lane which will move as the cable route works progress.

3.8. As shown at Figure 3.1 vehicular access to the PoC parcel will be provided via an existing access junction with Spring Lane which is already used by vehicles associated with the Malvern BSP site. Or at least, it would show this if we had included Figure 3.1 in the document but we forgot.

Temporary Construction Compound

3.9. All materials and plant will be stored within one of the main solar farm construction compound areas, which will be located within the proposed Monksfield solar farm site. The exact compound will be determined in due course.

3.10. 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.

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

3.12. 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 with turning/entering/exiting the site. All materials/plant will be loaded and unloaded within the site perimeters.

3.13. The compound will be secured by security hoarding or Heras fencing as appropriate.

Forecast Traffic Impact

3.14. The construction team that will install the cable will be associated with the following vehicles and machinery (19 total vehicles on the network each day):

i. 8 x Cable and duct delivery vehicles.

ii. 2 x Tipper trucks.

iii. 1 x Cable pulling rig.

iv. 1 x Road roller.

v. 1 x Tarmac cutting machine.

vi. 2 x JCB Excavators.

vii. 3 x Vans (for traffic management); and viii. 1 x Hotbox (used for keeping tarmac warm).

3.15. It is assumed that the construction team would require one set of the above equipment, and therefore there could be up to 38 vehicles on the local highway network throughout the day associated with the construction of the cable.

So regardless of whether the cable is on the verge or not, this means that we shall have to put roadworks on the A449 just to park our vehicles – all 38 of them! Unless of course we use matchbox toys vehicles so that they can park on the verge – but this may have a resultant impact on overall timescales due to their capacity.

3.16. The Applicant has advised that the construction period will last approximately seven months.

However, as above, this could be 14 months if we don't get two teams working on it which seems likely and even then, assuming there are no engineering difficulties. We have also not allowed for the massive traffic jams that will result from our own roadworks which will also shorten our working day as contractors struggle to get on site – so it could be even longer!

3.17. As set out in paragraph 3.5, there could be up to 20 staff working on the cable route per day. However, due to restricted availability of qualified staff and equipment it is more likely that there will only be one team consisting of 10 staff. Assuming they all arrive at the compound site individually by car, and assuming that two teams are utilised this could equate up to 20 arrivals in the morning and up to 20 departures in the evening. In reality this will be lower due to staff availability and with car sharing to be encouraged to reduce single occupancy vehicle trips.

3.18. The site works will be undertaken Monday to Sunday during all daylight hours. Staff will betransported to the site of the route of the cable works by van.

3.19. The construction phase will be temporary and, alongside traffic management and mitigation measures set out in Section 4, the impact of the works on the local highway network would not be material.

4. Mitigation and Management

Temporary Traffic Management

4.1 The Applicant has advised that a suite of temporary traffic mitigation measures will be implemented along the A449 and Spring Lane, between the Monksfield Solar Farm site and the PoC, for the duration of the cable route construction. This is 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.

By using the work “suite”, we hope that you will be impressed. In this case, the word suite means a combination of:

- Reducing the road to a single direction of flow at any time controlled by traffic lights
- Occasional full road closure, hence the para 4.2 below

4.2 Where road and footway closures are proposed, residents will be provided with the temporary closure information in advance of the works including the date and time and duration along with the Site Manager’s contact details. Any access and egress required during this period will be managed on site on an individual basis by the personnel on site providing guided access through the works as appropriate.

We have termed this “egress” as it is a lot better than saying “if you want to leave your property during this time you’ll have to wait until our site manager can be bothered to answer his phone and arrange for someone to let you out”, doesn’t it?

4.3 The use of temporary traffic signals or banksmen equipped with Stop/Go boards will be deployed at the cable route work sites during the working hours of the construction period. This is considered appropriate mitigation given the temporary nature of the construction period.
Of course, the person who considers this “appropriate mitigation” will not be sat in the resultant traffic jams caused by single direction traffic flow on a road handling 23,000 vehicles per day. But seeing as it is only temporary arrangement for ~~18~~ 7 months, we do not consider this a material impact on what after all, is only “background” traffic.

4.4 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. All Traffic Management will comply with the Safety of Street Works and Road Works Code of Practice.

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

We shall of course email them photos of the signage and encourage them to use google maps when advising us so that they don’t need to leave their offices in Bristol and Bournemouth respectively.

Public Right of Way

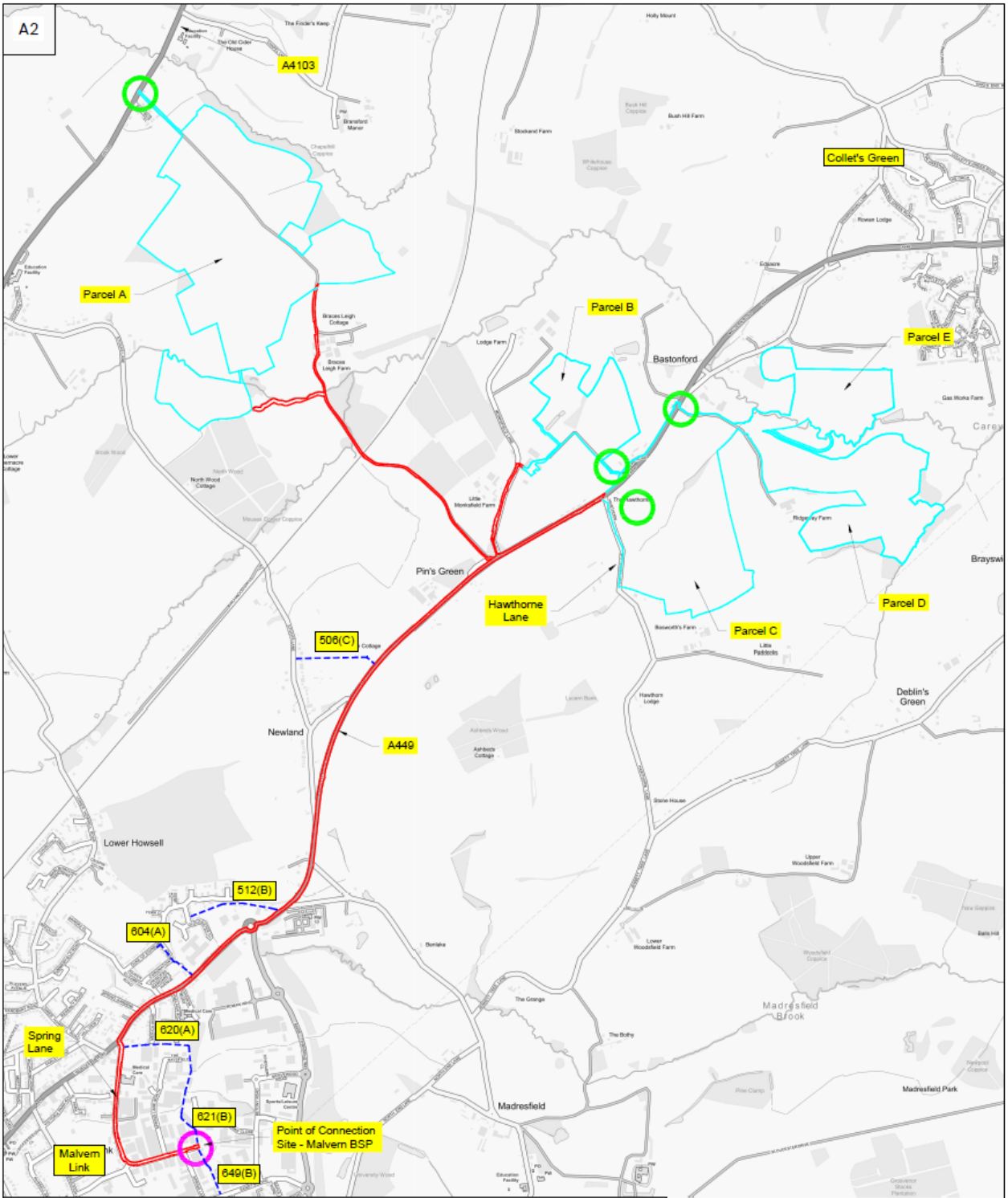
4.6 As mentioned at paragraph 2.6, there are six PRoW footpaths which abut the cable route along the A449 and Spring Lane. These are summarised below and shown on Figure 2.1.

- Footpath 506(C) – A449
- Footpath 512(B) – A449

- Footpath 604(A) – A449
- Footpath 620(A) – Spring Lane
- Footpath 621(B) – Spring Lane
- Footpath 649(B) – Spring Lane

In fact it is section 2.8 that refers to ~~POWs~~ PRoW's but our proof readers are lousy and that cross-referencing stuff in Word is quite difficult to master.

4.7 For the duration of the construction phase, where the PRoW abut the cable route, signage will be provided warning PRoW users of the construction works. The width and alignment of the PRoW will not be affected, and it is not proposed to stop up or divert them.


A2
A4103
Collet's Green
Parcel A
Parcel B
Parcel E
Bastonford
Pin's Green
Hawthorne Lane
Parcel C
Parcel D
506(C)
Newland
A449
Lower Howsell
512(B)
604(A)
620(A)
Spring Lane
621(B)
Point of Connection Site - Malvern BSP
Malvern Link
649(B)
Deblin's Green
Madresfield
Madresfield Brook
Madresfield Park
N
1:10,000
0
250m
500m
Key:
Approximate Cable Route Boundary
Approximate M/24/01781/FUL Solar Site Boundary
Public Right of Way
Solar Farm Access Location
Point of Connection Site Access
REV
DATE
DESCRIPTION
REVISED BY
APPROVED BY
PROPOSED CABLE ROUTE & SOLAR SITE PLAN
MONKSFIELD SOLAR FARM
CLIENT:
RWE RENEWABLES LTD
DATE:
10/07/2025
SCALE:
1:10,000
DRAWN/CHECKED BY:
LT
APPROVED BY:
KSS
DRAWING NUMBER:
P23-1409 FIGURE 2.1
REVISION No:
-
PEGASUS GROUP

Appendix A

PLEASE SEE VERSION TR03 for the road traffic collision incident data