

MEMORANDUM



From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/2015/0397

Your Ref: P/2015/0397

Date: 11th September 2015

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 390 511 Land North of Bryn Lane, Holt, Wrexham.

Development: Installation of solar farm and associated development (size 12.6 hectares and up to 6.37 MW).

I refer to the email dated 07/09/2015 from TGC Renewables in respect of the above.

In terms of the revised Construction Traffic Management Plan, I comment as follows:-

Temporary & Permanent Access Arrangements

Bryn Lane

The development site is located on Bryn Lane which is a classified road subject to a 40mph speed limit.

TAN 18 would normally require any proposed access to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway. Visibility from the existing field access is inadequate providing splays of approximately 2.4 x 30m in both directions. However, adequate visibility would appear achievable subject to the cutting back / maintenance of the existing verges and trees.

The existing / proposed access is only approximately 3.9m wide and cannot accommodate the simultaneous passage of 2 no. vehicles (ie/ car/ van & HGV). I understand that the maximum size of vehicle visiting the site will be a 16.5m articulated HGV.

I would therefore recommend that the existing access is widened to a minimum of 7.3m for a minimum distance of 20m behind the adjoining highway with appropriate splays / radii to suit HGV access (ie/15m radii). Such an access would avoid the need for vehicle to over-run and damage the highway verge. The applicant will need to apply for s.184 consent in order to construct such an access.

I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 20m behind the adjoining highway. No gates shall be erected within 20m of the highway boundary.

Please ask the applicant to indicate / annotate this detail on a revised layout plan to be included in a revised CTMP.

I understand that the construction period will be over a 14 week period. Typical vehicle movements will be approximately 12 – 22 movements per day, although the site would experience higher volumes of construction traffic in the initial stages when establishing the site compound. The proposed number of traffic movements anticipated by the proposed development is considered to have no significant impact on the adjoining highway (Bryn Lane) providing that the required access improvements are implemented.

I assume that this access will also serve the site for maintenance purposes once the site is completed.

Warning Signs

Details of proposed warning signs during the construction phase on approaches to the site and access(es) will need to be included in a revised CTMP for further approval. I would recommend that the applicant liaises with our Streetworks Section – contact Darren Green on Tel: 01978 729643 to agree any required signage. No traffic management plans (including proposed signage details) have been included in the revised CTMP. **Please ask the applicant to include this detail in a revised CTMP.**

Parking & Turning Provision

It is anticipated that up to 20 vehicles could be on site at any one time. The submitted parking and turning details appear acceptable.

I would recommend that the applicant submits revised details including CTMP to support access off Bryn Lane through the above access.

I await the requested information.

Notes to Applicant

- Public Footpath No.26 – Holt runs through the development site. I would therefore recommend that the applicant liaises with our Public Rights of Way Section (contact Sean Hanratty on Tel: 01978 729761) to discuss the implications of the proposed development.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

P. Palmer

MP

Service Manager Environment