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PROVISIONAL TRAFFIC MANAGEMENT PLAN (VERSION 3)

PROPOSED SOLAR FARM ON LAND AT BRYN LANE, WREXHAM

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BRYN LANE SOLAR FARM			
PROVISIONAL TRAFFIC MANAGEMENT PLAN			
Document Control			
Version	Date	Status	Comment
1	26 May 2015	Superseded	Accompanied planning application P/2015/0396
2	4 Sep 2015	Superseded	Amended following highways consultation
3	9 Nov 2015	Current	Amended following latest highways comments

1.0 Introduction

This Provisional Traffic Management Plan (PTMP) accompanies an application for planning permission for a 6.37 MWp solar farm and associated development (the Proposals) on land off Bryn Lane, Wrexham (the Site). The application is made by TGC Renewables Ltd (TGC).

Version 2 has taken into consideration the Highway Authority comments dated 8 June 2015 as well as the follow up comments made on 10 September 2015. This includes additional parking provision in the construction compound and clarifications with regards to the width of access points and tracks.

The purpose of this PTMP is to provide details of how construction and operation traffic associated with the Proposals would be managed. This PTMP details the vehicle numbers associated with the Proposals, taking a 'worst case scenario' in terms of timescales associated with the increased numbers of vehicles visiting the Site, impact on the local road network and total vehicle numbers. It is also assumed that the Proposals would be built entirely separately from the scheme at Francis Lane, although in reality there would likely be reduced numbers on each scheme if they were built at the same time.

The scope of this PTMP includes access and parking arrangements for contractors and visitors to the Site, as well as arrangements for the delivery and removal of construction materials.

During the construction period the following main areas of activity are envisaged:

- Site preparation and marking out the positioning of the Proposals on the Site;
- Erecting the security fence;
- Construction of access roads and substation areas;
- Affixing the frames onto the ground;
- Affixing the panels to the mounting frames;
- Cable works;
- Installation of the inverter and transformer cabinets; and
- Planting of approved landscaping works.

During the operation period, one visit per month by a van or similar sized vehicle is anticipated.

2.0 Access Arrangements

Construction

It is proposed to access the Site from the existing 6m wide access on Bryn Lane, as shown on the Site Design which accompanies the application and the construction compound drawing in Appendix B.

The swept path analysis in Appendix C demonstrates that 16.5m articulated lorries can use this access point and shows the access design/layout. Access to the adjacent solar farm on Francis Lane cannot be taken via this site, as hedges are being retained as best possible and there is no existing access between the sites.

Operation

It is proposed to use the same access point as during construction. The same vehicle size will apply (16.5m articulated lorries or smaller). The swept path analysis in Appendix C shows how 16.5m articulated lorries can use this access point and shows the access design/layout. Access to the adjacent solar farm on Francis Lane cannot be taken via this site, as hedges are being retained as best possible and there is no existing access between the sites.

3.0 Visibility Splays

Refer to the visibility splay drawings in Appendix A, which show suitable forward visibility at the access point. These have been based on a worst case scenario of 60mph / 160m forward visibility although it is noted that Bryn Lane is a 40mph road as it passes the Site.

4.0 Access Design

The drawings in the appendices show the following design details:

- Width;
- Location of gates in relation to highway; and
- Hard bound / crushed stone surfacing.

In terms of drainage, as the access arrangements would not involve the introduction of substantial areas of impermeable hard surfacing, no additional drainage measures are required beyond the Sustainable Drainage System (SuDS) proposed in the Flood Consequence Assessment (FCA) which accompanies the application (separate report). Nearby drainage facilities including private drainage facilities would be taken into account by the contractor and impacts avoided through any necessary protection or strengthening.

5.0 Construction vehicle details

Description	Vehicle type (based on worst case scenario of 10m Long Rigid Truck)	Estimated number of vehicles
Temporary office/stores and welfare facilities	HGV	10
Generator	HGV	1
Excavator	HGV	2
Cranes (3)	Self-drive	3
Pile hammer	HGV	2
Readymix Cement	Cement mixer	7
Aggregates for access tracks and foundations	Aggregate Truck	27
Fencing	HGV	10
Cabling	HGV	18
PV Panels	HGV (at 300 modules per HGV)	48
Mounting Frames	HGV (at 125kW per HGV)	37
Inverters, transformer, comms buildings, switchgear housing	HGV	8
Substation	HGV	1
Temporary fences and safety equipment	HGV	10
Waste containers and removal	Waste trucks	16
Workers and staff travelling to site	Minibus and cars (est. six per day)	504
Total number of Vehicles		704
Total number of Movements		1,408

Table 1: Estimated number of vehicles (one vehicle equates to two movements)

Week	Principal Activity	Number of Delivery Vehicles	Number of Workers' Vehicles	Number of Movements
1	Site establishment	29	36	130
2	Fencing and ducting	18	36	107
3	Access Roads	13	36	106
4	Fencing ; frame supports	12	36	99
5	Fencing; frame supports	13	36	96
6	Frame support module installation	13	36	97
7	Module Installation	15	36	97
8	Module Installation Inverters & Transformers	13	36	102
9	Module Installation	12	36	97
10	Module Installation	17	36	96
11	AC installation	11	36	94
12	Contingency	0	36	72
13	Test & Commissioning	14	36	100
14	Off Hire & reinstatement	21	36	114
Total		199	504	1,407

Table 2: Principal Construction Activity and associated vehicle numbers (based on worst case scenario of long rigids and workers)

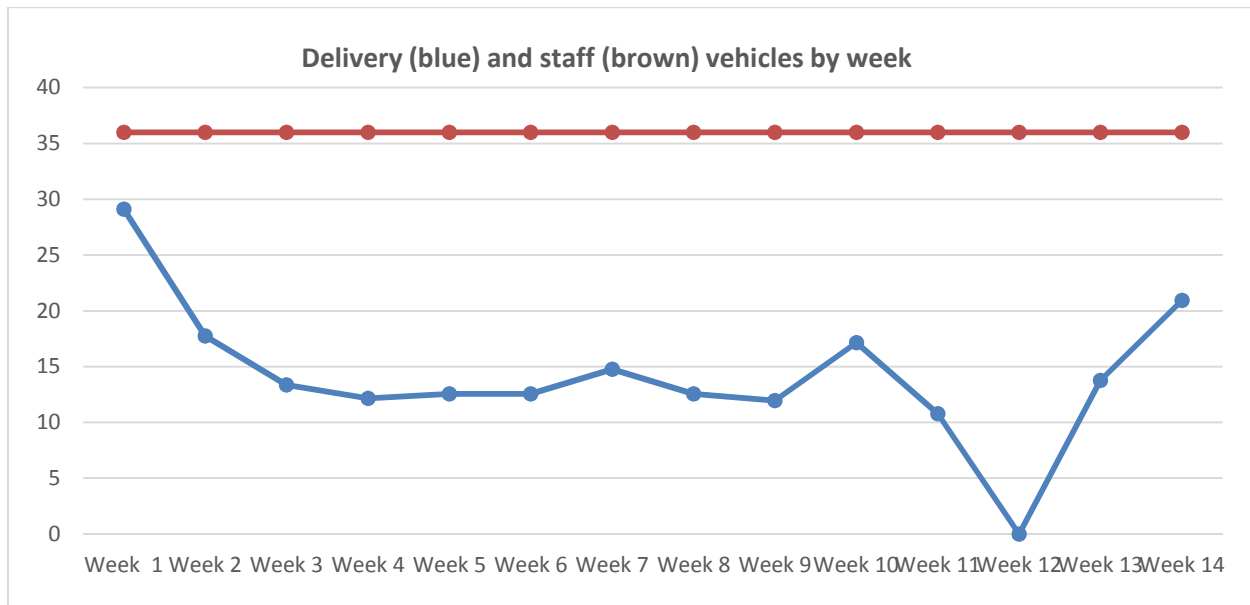


Figure 1: Vehicles Per Week

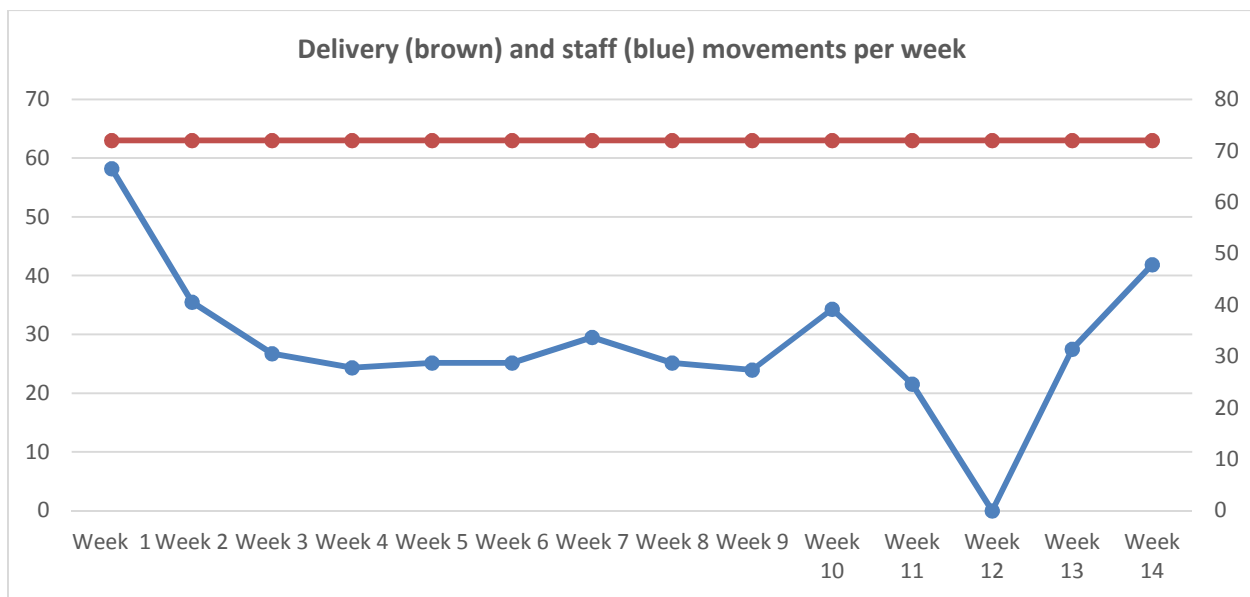


Figure 2: Movements Per Week

It should be noted that the estimated vehicle movement numbers set out in the above tables and figures have been calculated using the number of movements for an existing solar farm. As a contractor has yet to be appointed for the Proposals, vehicle movements are liable to change although the following is a conservative estimate suitable for the purposes of preparing this PTMP and fully considering highways issues.

6.0 Size of Vehicles

Having considered the nearby road network, the proposed access route (refer to Section 16.0 below) and the access point (including the swept path analysis in Appendix C), it is concluded that, overall, the proposed route can accommodate standard 16.5m articulated lorries (or vehicles of the same or smaller length).

7.0 Duration of Construction Period

It is envisaged that the construction phase would last for approximately 14 weeks based on the size of the Proposals (this is subject to constructors' timescales). Tables 1 and 2, and Figures 1 and 2, above, show approximately how many vehicles / movements per week are anticipated. Based on this, it is estimated that between 12 and 22 movements per day are anticipated. However, frequency of deliveries would vary.

The initial stages of the construction programme would experience higher volumes of construction traffic as materials are delivered to the Site and the construction compound is established. The remainder of the programme would be less intense in terms of vehicle movements (refer to Figures 1 and 2).

Due to the short, temporary nature of the construction period for the Proposals and the low level of movements as a result of it, no adverse effects on the local road network are anticipated.

8.0 Delivery Hours and Timing

Delivery times would typically be between 8am and 6pm from Monday to Saturday, with no deliveries on Sundays or Public Holidays. Consideration would be given to avoiding particularly sensitive periods through further consultation with Highways Officers once the application has been submitted.

9.0 Construction Compound, Maximum Vehicle Numbers and Parking

A temporary site compound would be located entirely off of the public highway, in the location shown in Appendix B, close to the entrance to the Site. Construction workers would use the compound to park private cars and small vans to ensure there is no parking outside the Site or on the public road. Where practical, a car sharing scheme would be used, however adequate parking would be provided to avoid overspill onto the public highway.

Based on the information in Section 5.0, it is considered that the maximum number of vehicles in the compound and on the Site (combined) would be 20. This is on the basis of seven construction vehicles (i.e. self-drive excavators), seven workers vehicles (car / 4x4 / van) and an allowance of six delivery vehicles on site at any time.

This scenario (of 20 vehicles on site at the same time) is unlikely. However, the compound shown in Appendix B makes provision for 20 parking spaces. The compound has sufficient space for a turning/holding area for a number of 16.5m articulated lorries, the largest size of vehicle proposed. The combination of car parking, HGV turning, waiting and holding areas and the areas for parking machinery will ensure that all vehicles can be accommodated on the Site, outside the public highway. The site design shows turning heads which will allow such vehicles to turn within the Site and prevent reversing out of the Site onto the public highway. The compound also shows sufficient space for laydown and assembly areas, storage and welfare facilities.

10.0 Health and Safety

Site safety would be detailed within the Site Construction Health and Safety Plan, prepared post-consent. This would include details of site management, site speed limits and control of vehicle access to the Site. If necessary, a banksman can be present at the entrance to the Site for assistance with deliveries and to ensure vehicles are released safely onto the public road. The Principal Contractor is responsible for site health and safety.

11.0 Warning Signs

Warning signs would be sited in advance of the access points along Bryn Lane. These will be at 50m, 100m, 150m and 200m distances from the entrance. TGC requested advice on signage from Darren Green on 30 October 2015, however a response is outstanding. It is considered that this information could be secured by use of planning condition.

12.0 Condition Survey

A pre-start condition survey, post construction survey and dilapidations report can be undertaken/prepared, with any material damage made good to the Highway Authority's satisfaction. It is anticipated that this will entail re-seeding the verge.

13.0 Wheel Washing Facilities

A wheel wash would be used and placed as close to the public highway as practicable (refer to Appendices A and C). This would ensure, as far as possible, that debris from the Site is not deposited on the local highway network. It is anticipated that the wheel wash would comprise an operator removing excess mud and debris using a high-pressure washer at the site access point.

14.0 Additional Controls

During the first two weeks of construction it is anticipated that there would be the greatest number of traffic movements, due to the delivery of the crushed stone for the Site access and compound areas as well as the haul roads across the construction site (refer to the build programme delivery timetable above). Banksmen would assist with vehicles entering and leaving the Site as need be and appropriate.

15.0 Vehicle Route Information

15.1 Proposed Route for construction vehicles

It is proposed that construction vehicles would access the Site from the A534, as detailed and shown below in Figure 3:

- Leave the A534 and head south-east on Industrial Estate Road;
- Take the first exit onto Bryn Lane; and
- Turn left into the Site after approximately 590m.

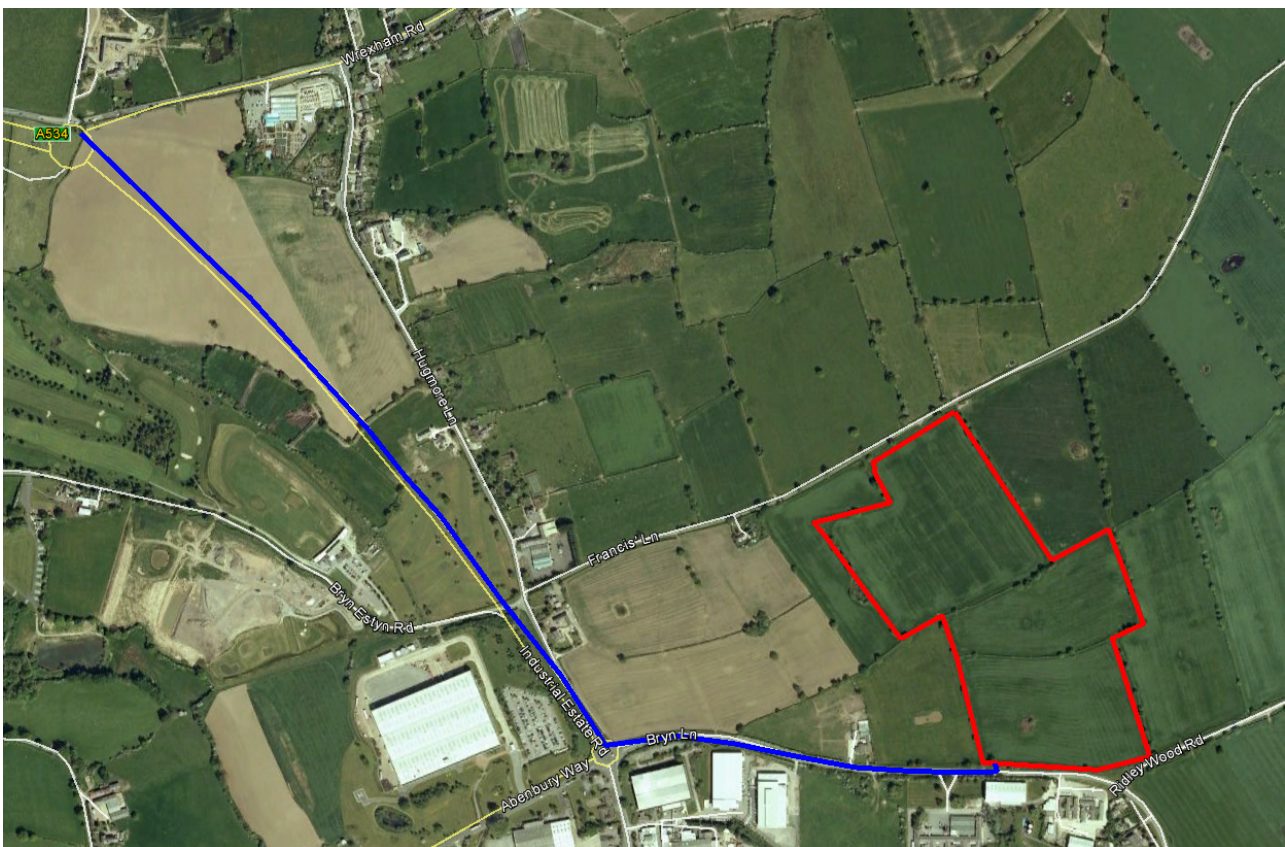


Figure 3: Route to the Site (Source: Google Maps)

The above route largely avoids heavily built up areas, bypassing Nantwich to the north and Holt to the south. Furthermore, there are few settlements through which the route directly passes. Where the route does pass through built up areas or close to dwellings, this should not cause an issue for residents as the roads used for access are wide enough to accommodate the transportation vehicles and allow other traffic to pass by, having minimum impact on local residents. In addition to this advance warning signs can advise traffic of any likely disruption.

The above route minimises access via sharp bends or tight corners, which may prove problematic for construction vehicles during deliveries. It is the most straightforward and least disruptive, minimising the possibility of potential traffic congestion. It is anticipated that any additional congestion, if any, would be minimal and as previously stated efforts can be made to avoid deliveries at sensitive times. The route and the access point are located on industrial scale roads associated with the Industrial Estate, so are suitable for the proposed size of vehicles and levels of traffic.

It is anticipated that radio connected banksmen would control the access and egress of lorries from the Site and onto Bryn Lane, which would help to ensure road safety around the Site accesses.

Noise and vibration impacts are unlikely to be adverse due to the temporary and short nature of the construction phase as well as the nature of the roads. In addition, advance warning signs can advise traffic of any likely disruption.

Once the Proposals have been constructed TGC do not envisage that use of the road by vehicles would be materially more intensive than at present.

Care would be taken during the construction phase to ensure no trees or hedges are damaged in line with the recommendations of the Ecological Appraisal which accompanies this planning application.

TGC and the electrical component suppliers provide detailed instructions for the safe sequencing and carrying out of the installation and commissioning works. All works would comply with the relevant UK and EU regulations to ensure a safe working and post installation environment would be achieved.

TGC will discuss the traffic management process with the Highways Department during the planning process to comply with an appropriate condition ensuring safe working procedures during the construction process.

Overall, it is considered that the temporary and short term nature of the construction process, combined with the above existing and proposed mitigation measures, would ensure minimum disruption within the surrounding area. The identified route solely utilises roads which are capable of accommodating both construction traffic and the normal traffic flow without any significant issues.

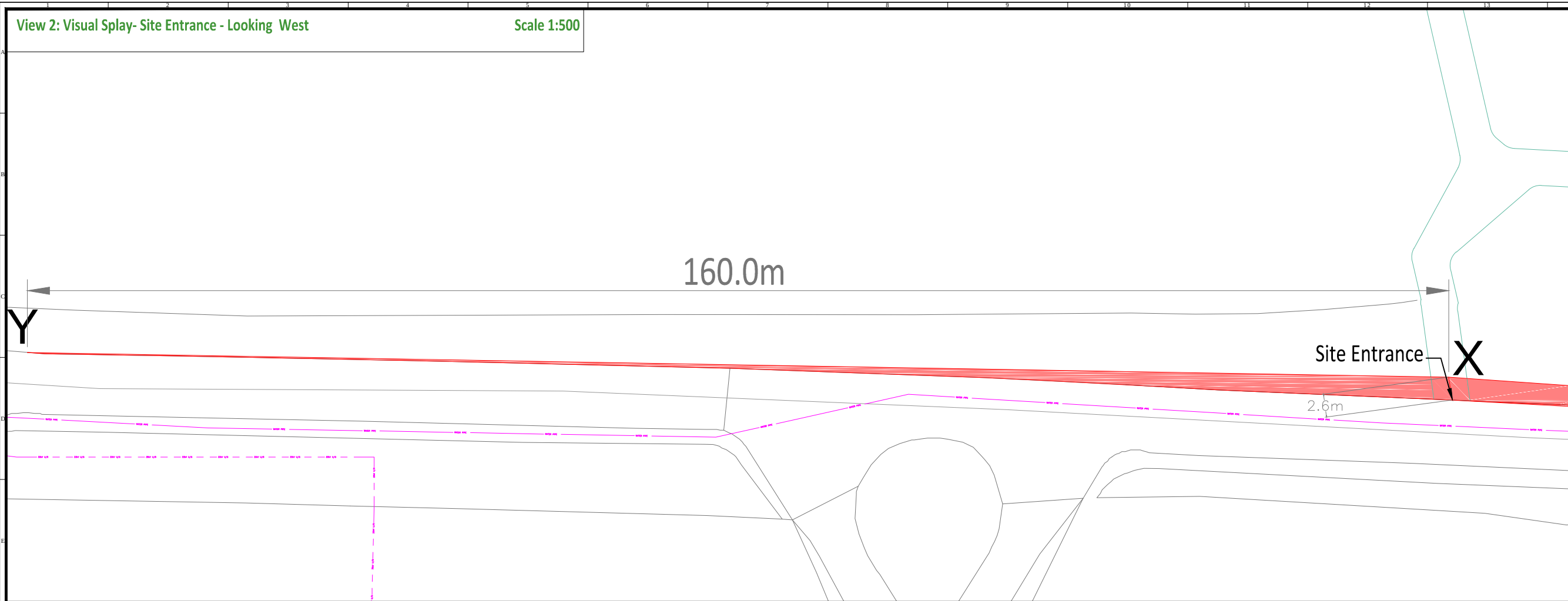
16.0 Conclusion

It is considered that the proposed route and access to the Site are capable of accommodating the traffic requirements for construction and operation of the Proposals. Review of the proposed route and entrance to the Site demonstrates that the access point can accommodate the vehicles proposed.

The information requested by the Highways Authority has been provided in this PTMP.

Careful management of the vehicles coming to and from the Site would avoid any serious disruptions on the roads surrounding the Site. Further information can be provided through the use of conditions, with the appointed contractor setting out the proposed mitigation measures and likely construction timetable in more detail.

APPENDIX A – VISIBILITY SPLAY DRAWINGS



TGC-SITE-DESIGN

GENERAL NOTES

A. DO NOT SCALE FROM THIS DRAWING

B. ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.

Legend:

Visibility Envelope

0m 100m

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Project Title
226-04-PV Gourton Hall

Drawing Title
Site Design

Drawing Path

Drawn SC	Checked JJ	Approved RA
Scale 1:400	Paper Size A3	Status Draft
Date 8/24/2015 12:38 PM		Rev. A5

APPENDIX B – TEMPORARY COMPOUND DRAWINGS



TGC-SITE-DESIGN

GENERAL NOTES

A. DO NOT SCALE FROM THIS DRAWING

B. ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.

System Info:

Module Rating:

280Wp

320Wp

System Size*:

5.57MWp

6.37MWp

Area Bounded by Fence:

11.1ha

Area of Site:

12.6ha

*Precise module rating cannot be specified at this stage and will be selected based on market availability post consent. Site capacity above shows system size based on typical low and high panel rating specification being used. Range of panel ratings are achieved with the same physical panel dimensions given above.

Legend:

Existing Services

4m CCTV Poles

Site Boundary

Fence

Track

Gas Easement Area

Temporary Construction Area

Storage Area

Waste Management Area

Site office

Construction Compound building

Parking

Wheel wash Location

New/Enhanced Landscaping

Rev	Details
A8	Temporary Site Compound added
B1	Parking spaces with temporary compound increased to 20.

0m

20m

TGC

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Project Title

226-04-PV Gourton Hall

Drawing Title

Site Design - Temporary Site Compound

Drawing Path

Drawn

SC

Checked

JJ

Approved

RA

Scale

1:500

Paper Size

A3

Status

Draft

Date

04/11/2015 15:24:08

Rev

B1

APPENDIX C – SWEPT PATH ANALYSIS



TGC-SITE-DESIGN

GENERAL NOTES

A. DO NOT SCALE FROM THIS DRAWING

B. ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.

Legend:

Path of Vehicle

ARTIC

Tractor Width : 2.25

Tractor Length : 2.25

Tractor Track : 2.25

Lock to Lock Time : 6.0

Steering Angle : 42.6

Articulating Angle : 70.0

Rev	Details
A7	Dimensions, Road spec and Wheel wash locations added
B1	Arctic Swept Paths



Designed by TGC Renewables		
Project Title 226-04-PV Bryn Lane		
Drawing Title Swept Paths - Site entrance		
Drawing Path		
Drawn SC	Checked JJ	Approved RA
Scale 1:300	Paper Size A3	Status Draft
Date 9/11/2015 5:33 PM		Rev B1