

MEMORANDUM



From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/P/2015/0640

Your Ref: SEH/P/2015/0640

Date: 6th November 2015

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 368 505 Land West of Erlas Hall, Erlas Lane, Erlas, Wrexham.

Development: Installation Of Solar Farm (Up To 3.95 Mw) And Associated Infrastructure, Including Photovoltaic Panels, Mounting Frames, Inverters, Transformers, Substations, Communication Building, Fence And Pole Security Cameras (With Access From Cefn Road).

I refer to your consultation / email dated 03/11/2015 in respect of the above.

Access

Via Cefn Road (Construction / Decommissioning Period)

The proposed development site will be accessed off Cefn road which is a classified road subject to a 30mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility at the existing access is adequate in both directions providing splays in excess of 2.4 x 56m in both directions.

The existing access serving the development site reduces to a width of approximately 4.8m at distance of 9.7m behind the adjoining highway. The existing access width at this point would not accommodate the simultaneous passage of 2 no. vehicles eg/ HGV & tractor.

I understand that larger HGVs of increased length ie/ 16.5m may be used. In order to avoid any conflict of vehicle movements at this access point, I would recommend that the access is widened to a minimum width of 5.5m for at least 20m behind the adjoining highway and surfaced with hard bound materials. No gates shall be erected within 20m of the adjoining carriageway.

The submitted layout plan (**Drg. No. L397 / 02**) indicates improvements to the existing access off Cefn Road which are considered to be acceptable. The applicant will need to enter into a s.278 agreement with the Council in order to deliver these improvements.

The existing track / access leading to the development site up to Llwyn Knottia Farm is typically only 2.8m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. I would recommend the construction of a number of passing places along this section (20m wide / 5.5m carriageway width) to allow vehicles to pass each other.

The submitted layout plan (**Drg. No. L397 / 02**) indicates the construction of 2 no. passing places along the existing access track / access which are considered adequate.

Access

Via Erlas Lane (Operational)

The proposed development site will be accessed off Erlas Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility at the proposed access point / existing field access is adequate in both directions providing splays in excess of 2.4 x 56m in both directions measured to the centerline of the adjoining highway.

I would recommend that this access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected within 5m of the adjoining highway.

The proposed operational access details indicated on the submitted layout plan (**Drg. No. L397 / 01**) are considered acceptable.

Construction Traffic Management Plan (CTMP)

I understand that the construction period is estimated to run between 6 - 8 weeks.

A development of this nature will need to provide adequate parking and turning provision for both contractor vehicles (cars / vans) and HGVs. **Could you please ask the applicant to provide a suitably scaled layout plan indicating the above detail for further assessment.**

No details of the proposed signage warning of construction site / activities have been provided within the CTMP. I would recommend that the applicant contacts our Traffic / Streetworks Engineer – Darren Green on Tel: 01978 729643 for advice. **Could you please ask the applicant to provide the above detail including layout plan in a revised CTMP indicating the proposed warning signs and locations.**

The existing track off Cefn Road leading towards / beyond Llwyn Knottia Farm is a bridleway (No.11 – Abenbury). Public footpath no. 5 – Abenbury also runs through the development site and accesses onto Erlas Lane at the same point as the proposed operational access. **I would therefore strongly recommend that the applicant liaises with the WCBC Public Rights of Way Section – contact Sean Hanratty on Tel: 01978 729761, to discuss the proposed development.**

The CTMP indicates that a "Highway Condition Survey" will be carried out (before / after construction). **I would recommend that the applicant liaises with Our Streetscene Engineer – Kevin Edwards on Tel: 01978 729732 and our Public Rights of Way Officer - Sean Hanratty on Tel: 01978 729761.**

I await the requested information

Supplementary Notes

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



 Service Manager Environment