

MEMORANDUM



From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/2015/0396

Your Ref: P/2015/0396

Date: 11th November 2015

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 388 513 Land South of Francis Lane, Holt, Wrexham.

Development: Installation of solar farm and associated development (size 10.2 hectares and up to 4.61 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

Francis Lane

The development site is located on Francis Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph along this section given the geometry of the road.

Assuming typical speeds of 40mph, TAN 18 would normally require any proposed access to provide visibility splays of 2.4 x 120m in both directions measured to the centreline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

There are 2 no. existing access points (west & east) along Francis Lane proposed to serve the development site during the construction period. However, it is not clear as to which access will be used to serve the site once completed. **Please ask the applicant to clarify the above.**

Westerly Access

It would appear possible to provide the required visibility splays (2.4 x 120m) from the proposed access subject to trimming of the existing hedgerow / maintenance of verges.

However, I would recommend that the proposed access is widened to a minimum width of 5.5m incorporating appropriate splays / radii and surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. No gates shall be erected within 10m of the highway boundary. This detail has been indicated within the revised CTMP.

Easterly Access

It would appear possible to provide the required visibility splays (2.4 x 120m) from the proposed access subject to trimming of the existing hedgerow / maintenance of verges.

However, I would recommend that the proposed access is a minimum width of 5.5m incorporating appropriate splays / radii and surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. No gates shall be erected within 10m of the highway boundary. This detail has been indicated within the revised CTMP.

I understand that the maximum size of vehicle visiting the site will be a 10m long rigid HGV. The maximum size of vehicle permitted to visit the site is included in the revised Construction Traffic Management Plan (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.

As Francis Lane is particularly narrow (typically 2.9m wide) for the majority of its length, it would seem reasonable to require the applicant to construct a number of passing places to facilitate the passage of 2 no. vehicles. Without such improvements, the existing highway verges are likely to be damaged. If Francis Lane is to be used for access to the development site, I would recommend that localized widening (passing places) are provided across both access points with a third passing place being provided just east of the existing highway sign (Give Way – 150 yds). I would recommend that such passing places are 16m in length and provide an overall carriageway width of 5.5m. **The applicant will be required to enter into a s.278 agreement with the Highway Authority in order to carry out these improvements.** This detail (ie/ 3 no. proposed passing places) has been indicated within the revised CTMP.

The submitted CTMP does not appear to detail which access is proposed for maintenance once the site is completed. **Please ask the applicant to indicate / annotate this detail on a revised layout plan.**

Highway Condition Survey

I would recommend a condition requiring a "Highway Condition Survey (Before / After construction)" if access is proposed via Francis Lane.

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.

Access off Bryn Lane

Planning application ref: P/2015/0397 for a similar development has recently been submitted. This application proposes access off Bryn Lane to the south of the development site via an existing field access.

It would be considered preferable for the current proposal (ref: P/2015/0396) to provide access off Bryn Lane to avoid the requirement for improvements along Francis Lane. The existing field access off Bryn Lane is only 3.9m wide and would need to be improved as follows to be considered suitable to provide access to the proposed development site(s):-

- Provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. This would require the cutting back / maintenance of the existing verges and trees.
- Widening of access to minimum 5.5m for a minimum distance of 10m behind the adjoining highway with appropriate splays / radii to suit HGV access (assuming HGVs visiting site are limited to 10m in length).
- Hard bound surfacing to access for a minimum distance of 10m behind the adjoining highway.
- No gates with 10m of highway boundary.

However, I understand that it is not possible to provide access to the more northerly site via Bryn Lane for ecological reasons.

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

Service Manager Environment

pp.