

MEMORANDUM



From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/P/2015/0777

Your Ref: PF/P/2015/0777

Date: 13th November 2015

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 367 527 Land to the west and north of Borrass Hall, Borrass Hall Lane, Llan y Pwll, Wrexham.

Development: Use of land for the erection of a solar photovoltaic array (up to 10 MW) including metering and inverter kiosks, security cameras, fencing and gates and a temporary construction compound and access track.

I refer to your consultation dated 28/10/2015 in respect of the above.

Access

The proposed development site is located on Borrass Hall Lane which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph given the geometry of the road along this section. However, the applicant may wish to carry out a speed survey along this section in order to determine 85th percentile speeds.

Based on assumed speeds of 40mph, any proposed / existing access in this location would normally require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

I assume that it is proposed to access the development site through the existing field access. This access is approximately 5.5m wide and gated 2.4m behind the adjoining carriageway. Visibility in accordance with TAN 18 from this access appears achievable in the northerly direction subject to the maintenance of existing hedgerows. However, visibility in the southerly direction is currently inadequate providing a splay of approximately 2.4 x 8m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow in this direction.

I would recommend that the applicant provides a suitably scaled layout plan indicating how the required visibility splays will be provided from any proposed access.

Any proposed access serving the development site would need to be designed to suit the maximum size / length of vehicle (HGV) likely to visit the site. Assuming 16.5m articulated HGVs could visit the site, any proposed access would require the following:-

- 7.3m wide access with 15m kerb radii
- Paved with hard bound materials for 20m behind the adjoining highway.
- No gates erected within 20m behind the adjoining highway.

- Means of preventing private surface water flowing onto the adjoining highway.

Could you please ask the applicant to provide details of the maximum size of vehicle likely to visit the site and a suitably scaled plan indicating the layout of the proposed access. Swept path plans indicating the how such a vehicle will access, turn on site and exit the site will need to be submitted.

Borras Hall Lane typically suffers from poor forward visibility and has sections of narrow carriageway along which the simultaneous passage of vehicles is not always possible. It is not clear from the submitted "Design & Access Statement" how many daily HGV movements are anticipated during the 14 week construction period and whether it is intended to avoid such vehicles visiting the site during peak hour periods. **Could you please ask the applicant to provide the above information**

Construction Traffic Management Plan (CTMP)

The submitted application does not appear to include a Construction Traffic Management Plan. I would recommend that the applicant submits a CTMP for further consideration which will need to include the following:-

- Proposed route to be taken to the site by construction related vehicles.
- Detailed plan showing the proposed temporary access arrangements during the construction period and permanent access arrangements on completion of the scheme.
- Proposed visibility splays from the above access point including detailed layout plan. Visibility splays of 2.4 x 120m in accordance with TAN 18 along Borras Hall Lane will need to be provided during the construction period.
- Proposed access design ie/ width, setting back of any gates, hard bound surfacing of access, drainage etc. including detailed layout plan.
- Details of largest size of HGV visiting the site including swept path details of such vehicles travelling along the proposed route to / from site.
- Anticipated duration of construction period.
- Anticipated no. of daily construction vehicle movements ie/ HGVs, cars, vans visiting the site.
- Details of maximum number of construction related vehicles likely to be on site at any one time requiring parking.
- Detailed layout plan indicating number of contractor parking spaces including details of how larger HGVs will turn on site.
- Details of proposed warning signs during construction phase on approaches to site and access itself (the applicant may wish to contact the WCBC Streetworks Section – Contact Darren Green on Tel: 01978 729643 for advice). Appropriate Traffic Management Plans should be included in any CTMP.
- Details of any proposed wheel washing facilities on site and / or availability of road sweeper to ensure adjoining highway is kept free from debris / mud.

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.

P. Palmer

AP

Service Manager Environment