

MEMORANDUM



From: Network and Infrastructure Manager **To:** Chief Planning Officer

Our Ref: PD/2012/0216

Your Ref: P/2012/0216

Date: 5 November 2012

Town and Country Planning Act 1990

Section 78 Appeal at Spring Hill Farm, Spring Hill Farm Road, Selattyn

I am satisfied with the original response made to this application and wish to inform you that I have no further comments to add.

A copy of that response is attached for your information.

P.P. *Pete Oortwaite*
Network and Infrastructure Manager

MEMORANDUM



From: Network and Infrastructure Manager

To: Chief Planning Officer

Our Ref: PD/P/2012/0216

Your Ref: P/2012/0216

Date: 24 July 2012

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: Spring Hill Farm, Selattyn

Development: Development of 5 x 5KW horizontal axis wind turbines of up to 22 metres

I refer to your revised consultation dated 7 June 2012 concerning the above.

The development site is located on a classified highway subject only to the national speed limit although vehicular speed is considered to be no more than 30 mph due to the geometry of the road. The applicant has now clarified the proposed route for construction traffic accessing the site; a 3km stretch of Spring Hill Farm Road between the site and the County Boundary with Shropshire.

The roads giving access to the site are generally no more than 3m wide with an occasional passing place provided to permit the passage of vehicles.

The transport statement states that they have the option of using either a 16.5 HGV or a smaller 11.5m flat bed vehicle. Given that there are no traffic restrictions currently in place preventing HGVs using these roads I am unable to justify an objection to the proposed route.

However It is unclear whether these types of vehicles can physically manoeuvre through the bends near Keepers Cottage at Llechrydau. I therefore recommend that a swept path analysis of the proposed delivery vehicles should be submitted to ensure there are no highway safety issues in this area.

The roads giving access to the site are unlikely to have been constructed to cater for use by heavily laden HGVs. If permission is granted then I would be requesting that a survey of the roads affected by the development is undertaken prior to, and after construction; any damage caused by the extraordinary use of the highway by the HGVs will be repairable at the developers expense under Section 59 of the Highways Act.

If permission for this development is granted it is considered likely that once constructed the development itself will generate only a nominal amount of additional traffic.

The main highway concerns relate to the construction phase of the development and I would request that the developer submits additional information in respect of the following:

1. Swept path analysis at the bends near Keepers Cottage, Llechrydau.

Subject to satisfactory submission of a swept path analysis I would make no highway objection to the proposed development but would recommend that any permission includes the following condition.

NONSTDC CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking and road condition survey has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.

pp. Peter Douthwaite
Network and Infrastructure Manager