

Gail White

From: Simon Greenland
Sent: 27 March 2012 10:15
To: planning_admin
Cc: Peter Douthwaite
Subject: P/2012/0216 Wind turbines at Selattyn

[Supporting document -web, for importing please](#)

From: David Wills [mailto:davidw@quietrevolution.com]
Sent: 27 March 2012 10:15
To: Simon Greenland
Subject: Re: P/2012/0216 Wind turbines at Selattyn

Hi Simon,

Here are the proposed delivery plans for the turbines:

The standard delivery flat bed dimensions that we use are sized at 16.5m x 2.5m (13.5m trailer). We also have the option of using a smaller flat bed flat bed that is 11.5m x 2.5m if necessary. In order to fit onto these trucks, the masts separate into thirds.

The estimated deliveries are as follows:

Ground Works/ Foundations

2 initial deliveries on the flat bed

1 Concrete mixer, 1 van/ truck for 1 week.

Installation/ Commissioning

1 delivery on the flat bed,

2 visits a day by truck/ van for 1 week

Here is the suggested route:

A5 to Oswestry,

B4570 towards Glyn Ceriog,

Unspecified road towards Springhill farm.

Of course this route is open to suggestions from the Traffic Authority.

What are your thoughts on this?

Thanks,

David

On 26 Mar 2012, at 14:59, Simon Greenland wrote:

thanks

From: David Wills [<mailto:davidw@quietrevolution.com>]
Sent: 26 March 2012 14:58
To: Simon Greenland
Subject: Re: P/2012/0216 Wind turbines at Selattyn

Hi Simon,

Please find attached a copy of the noise report by TUV NEL.

Many thanks,

David

On 23 Mar 2012, at 16:15, Simon Greenland wrote:

I should be grateful for your response to this email from the highways officer, with regard to the transportation of the turbine masts.

thanks

Simon Greenland, Planning Officer
Community Wellbeing and Development
Wrexham County Borough Council
Lambpit Street
Wrexham
LL11 1AR

Tel: 01978 292509

Fax: 01978 292502

Wrexham County Borough welcomes the London 2012 Olympic Torch Relay on 30th May.

Bydd Cyngor Bwrdeistref Sirol Wrecsam yn croesawu Taith Gyfnewid y Fflam Olympaidd ar Fai 30ain

From: Peter Douthwaite
Sent: 23 March 2012 16:03
To: Simon Greenland
Cc: Matthew Ellis; Hemsworth, Deborah; andrew.paddison@powys.gov.uk; Richard Sumner; Emma Broad; Anna Irwin; Sean Hanratty; Toni Slater
Subject: Enq/2012/0150 wind turbines

Simon

see attached letter and e mail below

the advice seems to be that whatever the size of the turbine we need a Traffic Management Plan - the contents of which are shown below.

I presume an 18m long mast is going to need a huge lorry to transport it through roads of unsuitable width, layout and junction design. This could potentially mean a significant impact on more than the local environment. Is there any other construction (pylons?) required to transport the electricity into the National grid?

If its ok with you I'm going to send the enquiry over to Andrew Cochran at the Welsh government for his advice?

regards

Pete

From: Cochran, Andrew (LGC - Transport) [<mailto:Andrew.Cochran@Wales.GSI.Gov.UK>]
Sent: 19 March 2012 17:43
To: EVAN JONES
Cc: RICHARD EAMES; Ad Rooijakkers; Dylan Thomas; Gareth Daniels; Sue Thomas; Mike Parker; Gareth Roberts; Williams Mari Lynne AMG/CTH; Chris Lloyd; Steve Jones; Hudd, Debbie (LGC - Transport); Peter Douthwaite; Jones Rhodri Tudur
Subject: RE: North Wales Highways Development Control Group - Meeting on Thursday 22/03/2012 at Wrexham.

Evan,

I should like to discuss windfarms on Thursday, if possible. As a bit of background, there have been some inconsistencies with transportation requirements within Wales. As a result, the police feel that we should ensure that a consistent approach is taken throughout. We have held discussions with the police and other highway authorities and as a result concluded the minimum requirements for a Traffic Management Plan (TMP) and also for temporary Traffic Regulation Orders for stopping/holding traffic. This hasn't quite been finalised but will be something on the lines of the following (extract from an E-Mail):-

"I attach (above) a letter sent by WG Head of Planning to all planning authorities in Wales, which sets out the Environmental Legislative framework requiring the consideration of transport route at the (early (planning) stage. As a result of this, we need to ensure that the transport route and methodology has been fully and properly considered. This is the rationale behind the need for a Traffic Management Plan (TMP) at the planning stage.

I've set out the requirements for a TMP below. We need this TMP to be based on witnessed/documentated trial runs for length (and also width and height where appropriate/required by police and highway authorities). The trial run needs its own brief trial traffic management plan (TTMP) so that the police (mainly) and highway authorities can agree to the details of the trial and decide how it will be managed. The scope of this trial run TTMP is much less than the one below. Collets have done a few of these. The main purpose of a trial run TMP(TTMP) is for the haulier to identify where the vehicle needs to shrink down to negotiate a constraint (bend/junction etc.) and where oncoming traffic needs

to be held. This TTMP should be submitted to police and highway authorities for approval before a trial can take place. In parallel with this, the haulier/developer needs to apply for temporary Traffic Regulation Orders with each relevant highway authority for sections of the route where the police may need to stop/hold traffic. This process may take several (3?) months.

If the developer does not yet have planning (or DECC/IPC) consent, he needs to submit a TMP with his application.

The broad outline for the TMP are :-

Introduction - (includes background; number of turbines; scope of TMP)

Context - (including relevant policy framework; legislative context for AIL; relevant studies relating to TMP proposals)

Description of Route - (includes detailed description of route; plans showing route; traffic flow data; proposed port of entry; road types and characteristics; alternative modes of transport; /layover areas).

Convoy Size - (including number and sizes/details of loads; possible convoy composition including private and police escort (to be agreed beforehand by police))

Traffic Management - (including suggested methodology agreed with police and highway authorities; details and locations of holding areas (short term and overnight/longer term); details and locations of proposed passing facilities; details of where traffic may need to be held (roundabouts/junctions; plans showing details of these (identifying land/works outside highway)); convoy speeds; background traffic flows (including other traffic generated by development and other relevant developments; forecast queues; contingency plans in the event of incidents/emergencies; details of all other traffic related to the development apart from AIL)

Delivery Times - (including timings for traffic sensitive locations; delays to negotiate constraints; assumed arrival/departure times at communities; estimated queue lengths at passing facilities/holding points)

Details of Trial Runs - (TMP to be supported by documented trial run information, witnessed/observed by highway authorities and police. Document to include or refer to separately submitted full video coverage of route)

Proposed Highway Improvements or Works - (including locations, nature and details of constraints; proposals to deal with constraints (e.g. bend widening/junction improvement/changes to vertical alignment); plans showing swept path analysis at constraints; detailed topographical survey at over bridges and critical constraints; long section and cross section at locations of works outside highway limits; plans of all proposed works etc. to identify relevant features beyond the limits of the works that may be effected by them)

Structures - (including headroom details at all over bridges - supplemented by vertical swept path analysis and topographical survey where required; indication of assumed axle/vehicle loading; highway width at structures; proposals for dealing with highway structures, non-highway structures and buildings, embankment slopes possibly affected by loads; details of listed structures)

Proposals to ensure Public Awareness - (including consultation proposals; notification for travelling public and communities); details of highway improvements that would avoid manual steering if feasible)

Environmental Impact - (including the extent of the transport route, associated works and transport operation that has been/will be considered as part of the ES for the development)

List of Consultees for TMP - (to include all affected highway authorities and police forces)

Base mapping should ideally be based on topographical survey, but 1:2500 OS mapping would be acceptable provided all critical dimensions are confirmed (and included in TMP) by site measurement.

Once the developer has the necessary planning consents he will develop the design. He will then need to submit a revised TMP to highway authorities/police. This may be the same as the one agreed above. He will need to undertake the required highway works and then undertake a further trial run to confirm the works are adequate. This further trial will need a temporary TRO. That temp TRO could be used for the main move of actual components provided within timeframe."

Andy

From: Peter Douthwaite [<mailto:Peter.Douthwaite@wrexham.gov.uk>]

Sent: 16 March 2012 15:41

To: EVAN JONES; RICHARD EAMES; Ad Rooijakkers; Dylan Thomas; Gareth Daniels; Mike Parker; Sue Thomas; Gareth Roberts; Williams Mari Lynne AMG/CTH; Chris Lloyd; Steve Jones

Cc: Cochran, Andrew (LGC - Transport)

Subject: RE: North Wales Highways Development Control Group - Meeting on Thursday 22/03/2012 at Wrexham.

All

Meeting 22/03/2012 start time 10 am

I have 16 people down to attend -

Coffee/ tea at 10

lunch booked for 1230 - 1 vegetarian

Please find attached plans for our depot - our postcode is LL13 9PW but your sat navs might not do the right thing during the road works.

Route: Leave A483 at junction 6 Gresford interchange, follow signs for Nantwich / Wrexham Industrial Estate, there are road works in place along the A5156 - easy enough to follow the route,

at the A534 junction, there is new roundabout in place with diversions - again follow signs for Nantwich and Wrexham IE

just past the Gredington pub you will be diverted off road to a new roundabout - just follow signs for Nantwich and Wrexham IE

when back on A534 -in 100m you will pass Waterways garden centre - 100 m after that you need to turn right at traffic lights - signed for Wrexham I E

Follow road through to JCB where you will be diverted right - stay on this road for approx 2500m and eventually you will see a light blue painted building on the left -

Turn left, then first right to get into car park .

GOOD LUCK!

When you get lost phone me in the office 01978 729689

I think that covers everything?

Pete

From: EVAN JONES [<mailto:EDJHT@anglesey.gov.uk>]
Sent: 14 March 2012 12:41
To: RICHARD EAMES; Ad Rooijackers; Dylan Thomas; Gareth Daniels; Mike Parker; Sue Thomas; Gareth Roberts; Williams Mari Lynne AMG/CTH; Chris Lloyd; Steve Jones; Peter Douthwaite
Cc: Andrew.Cochran@Wales.GSI.Gov.UK
Subject: North Wales Highways Development Control Group - Meeting on Thursday 22/03/2012 at Wrexham.

Good afternoon all,

I attach a draft Agenda for next week's meeting. Any additional items?

Pete Douthwaite will let me have confirmation of the venue with a location plan and route map shortly, as there are major roadworks /diversions in place at the moment for the new Wrexham Industrial Estate link road. I will forward with the Minutes of the last meeting in due course.

I think most of us that usually turn up have confirmed attendance - if you have not already done so, please let Pete know asap or you may go hungry -worse still, the rest of us might have to share some of ours with you!! Pete, can you include 2 from WG in your numbers please (Andy Cochran and Debbie Hudd).

Diolch.

Evan D Jones
Uwch Beiriannydd (Rheoli Datblygu) • Senior Engineer (Development Control)
Gwasanaeth Priffyrdd a Rheoli Gwastraff • Highways & Waste Management Service
Cyngor Sir Ynys Môn • Isle of Anglesey County Council
Swyddfa'r Sir
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David Wills

quietrevolution Ltd

The qr5 turbine is eligible for Feed in Tariffs and has a new competitive price.
2010 quietrevolution fourth in GP Bulhound Cleantech Connect Awards 2010
Guardian Library House CleanTech 100 2008
Winner of the D&AD Product Design Award 2007 (Yellow Pencil)
Winner of the Business 2.0 "Bottom Line Design - Energy Prize" 2007

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We've Moved!

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