

MEMORANDUM



From: Network and Infrastructure Manager

To: Chief Planning Officer

Our Ref: PD/P/2012/0216

Your Ref: P/2012/0216

Date: 01 May 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 consultation dated 11 April 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 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 applicant will need to clarify the proposed route into the site and submit a traffic management plan in order to minimise the impact of HGV movements on the local highway network.

The applicant has stated that there are three potential routes into the site.

I don't consider that the route from Glynceiriog using the B4579 is acceptable given that the junction towards the site at Pwll Hir (Grid ref 324600 335299) is at such an acute angle that a 16.5 m HGV would not be able to manoeuvre along it.

The other options are via unnamed roads off the B4579 from Selattyn and the B4580 from Oswestry; both of which initially are routed via Shropshire.

The B4579 crosses the Morlas Brook culvert at Caignant. There is no evidence submitted as to the weight of the commercial HGVs once loaded with the wind turbine parts. The applicant should provide some information regarding the likely weight of the loaded HGV. The geometry of the road at the Morlas Brook (325150 334902) is such that a 16.5m HGV may struggle to negotiate it safely. A swept path analysis should be submitted to establish that a fully loaded HGV is able to drive through the area without causing highway safety issues.

Both routes will mean the HGV having to negotiate the bends at Keepers Cottage (322566 334096) and cross the Llechrydau culvert just west of the bends. A swept path analysis and weight assessment of the vehicles should also 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 Morlas Brook, Craignant.
2. Swept path analysis at the bends near Keepers Cottage, Llechrydau.
3. Fully laden weight of a HGV transporting the Wind turbine parts.
4. Clarification of the proposed route and submission of traffic management plan.


P.C. Network and Infrastructure Manager