

Your Ref: HDC/DC/2015/0357

Our Ref: 70014469

7th August 2015

Dave Cawthorne
Highways, Engineering and Transportation
Barnsley Metropolitan Borough Council

WSP UK Ltd
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Leeds
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www.wspgroup.com
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Dear Dave,

**Subject: New Maythorne Farm – Erection of Single Wind Turbine
Response to Highways Officer Comments 13th July 2015**

This letter and supporting figures and appendices has been prepared on behalf of the applicant 'Earthmill' by WSP | Parsons Brinkerhoff (WSP|PB).

It is to provide a formal response to comments received from Barnsley Metropolitan Borough Council's Highways consultation dated 13th July 2015 and relates to the proposed erection of a single wind turbine at New Maythorne Farm in Crow Edge, near Holmfirth.

For clarity, each of the comments and queries raised by the highways officer are addressed in the order they appear in the consultation response. Supporting information is provided in the figures and appendices attached to this document, which are:

Figure 1 – Vehicle Swept Path Analysis Locations Plan;
Figures 2 to 6 – Individual Swept Path Analysis of Key Route Locations;
Figure 7 – Site Access Swept Path Analysis
Figure 8 – Proposed Access Road Swept Path Analysis
Figure 9 – Site Access Visibility Splays
Appendix A – Highway Officer's Consultation Document

Officer Comment 1 – Red and Blue Line Clarification

We believe that the red and blue lines as proposed in the planning application are correct, these provide an indication of the proposed development's red line boundary and blue line of land ownership. The applicant is aware that any works for the proposed site access falling within the adopted highway boundary would be delivered through an appropriate S278 agreement with BMBC.

For clarity the proposals are wholly deliverable within the adopted highway and applicants land.

Additional WSP|PB Comments – Site Access Proposal and Access Road

The proposed site access is designed to accommodate a UK maximum articulated HGV at a length of 16.9m. All vehicles accessing the site during construction would not exceed this length and it is therefore considered to be an appropriate junction layout. Swept path analysis for a 16.9m HGV is provided in Figure 7.

Figure 8 shows the proposed site access road and swept path of a maintenance vehicle. Post construction the only vehicles accessing the site would be maintenance vehicles of a similar size to a transit van. Based upon our knowledge of existing sites of a similar size and nature, visits for routine maintenance would take place approximately once a month.

During construction any HGVs accessing the proposed turbine location would do so directly from the proposed site access via a temporary road surface. This is as the access road will not be used by HGVs post construction and therefore should not be over engineered to accommodate HGVs.

The temporary surface would be delivered by a solution agreed between BMDC and the appointed construction contractor. This would most likely take the form of protective metal sheeting to minimise ground damage between the site access and turbine location as used on previous wind turbine construction sites in the borough.

The requested visibility splays are in accordance with DMRB standards for a 60mph road at 4.5m x 215m and is shown in Figure 9. Should the full DMRB standard be required this would potentially result in a requirement to realign some existing dry stone wall running along the site frontage, this is however wholly achievable within the ownership of the applicants land and highway boundary.

It is considered however, that given the significantly low volume of traffic using Whitley Road and that post construction the site would only experience a single maintenance vehicle visit per month that the existing visibility splays from the current gated access provide a suitable and appropriate standard, at approximately 3.2m x 215m. We would request confirmation from the highways officer that this level of visibility is acceptable.

Should realignment of the dry stone walling be required (which we would consider to be excessive to achieve full DMRB visibility at 4.5m x 215m), full details of required realignment would be provided at post planning detailed design stage.

Officer Comment 2 – Delivery Route

The officer accepts that the route from the A628 to the existing Royd Moor Wind Farm was previously considered suitable for delivery of turbine components which had a maximum tip height of 54m. The proposed turbine would have a maximum tip height of 67m, however all components would be delivered on vehicles no larger than UK maximum articulated HGV, the same method as the Royd Moor Wind Farm.

The route is therefore considered suitable for the proposed development.

Officer Comment 3 – Delivery Route Swept Path Analysis

In addition to the justification provided for Officer Comment 2 above, the consultation response requests that appropriate swept path analysis of the route between the A628 and the proposed development site is undertaken.

To satisfy this request, WSP|PB have undertaken swept path analysis along the route from the A628 to the site at key locations and junctions. Each location is detailed in Figure 1, with individual swept paths for each location provided in Figures 2 to 6 respectively.

As detailed in these figures, the existing highway can accommodate the proposed construction and delivery vehicles without the requirement for any mitigation on the entirety of the route.

Officer Comment 4 – Planning Conditions

All proposed conditions are agreeable.

Should you have any further comments or would like to discuss the content of this note, please do not hesitate to contact me directly.

Yours sincerely,



Andrew Moseley
Associate Director
WSP UK Ltd

Encl. Figures 1 – 9 and Appendices

Figures



Key

- Site Access
- Vehicle Tracking Location

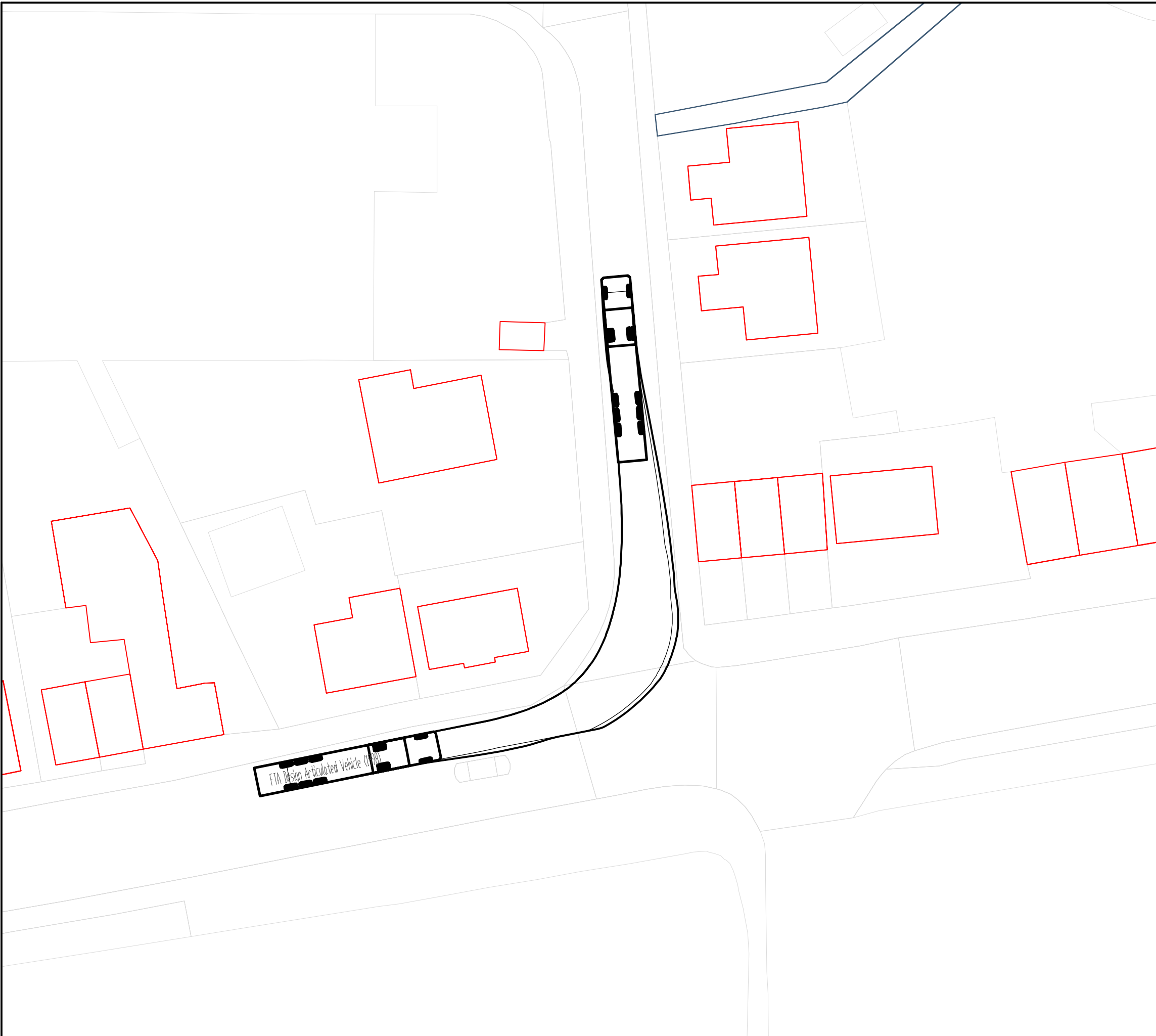


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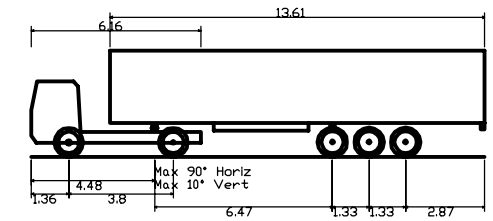
TITLE:
Vehicle Tracking Locations

FIGURE No:
Figure 1

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DO NOT SCALE



FTA Design Articulated Vehicle (1998)
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 Overall Width 2.55m
 Overall Body Height 2.70m
 Min Body Ground Clearance 0.515m
 Max Track Width 1.470m
 Lock to Lock Time 0.00s
 Kerb to Kerb Turning Radius 6.550m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	29/07/15	JAE	FIRST ISSUE	AM	AM

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CLIENT: Earthmill

ARCHITECT:

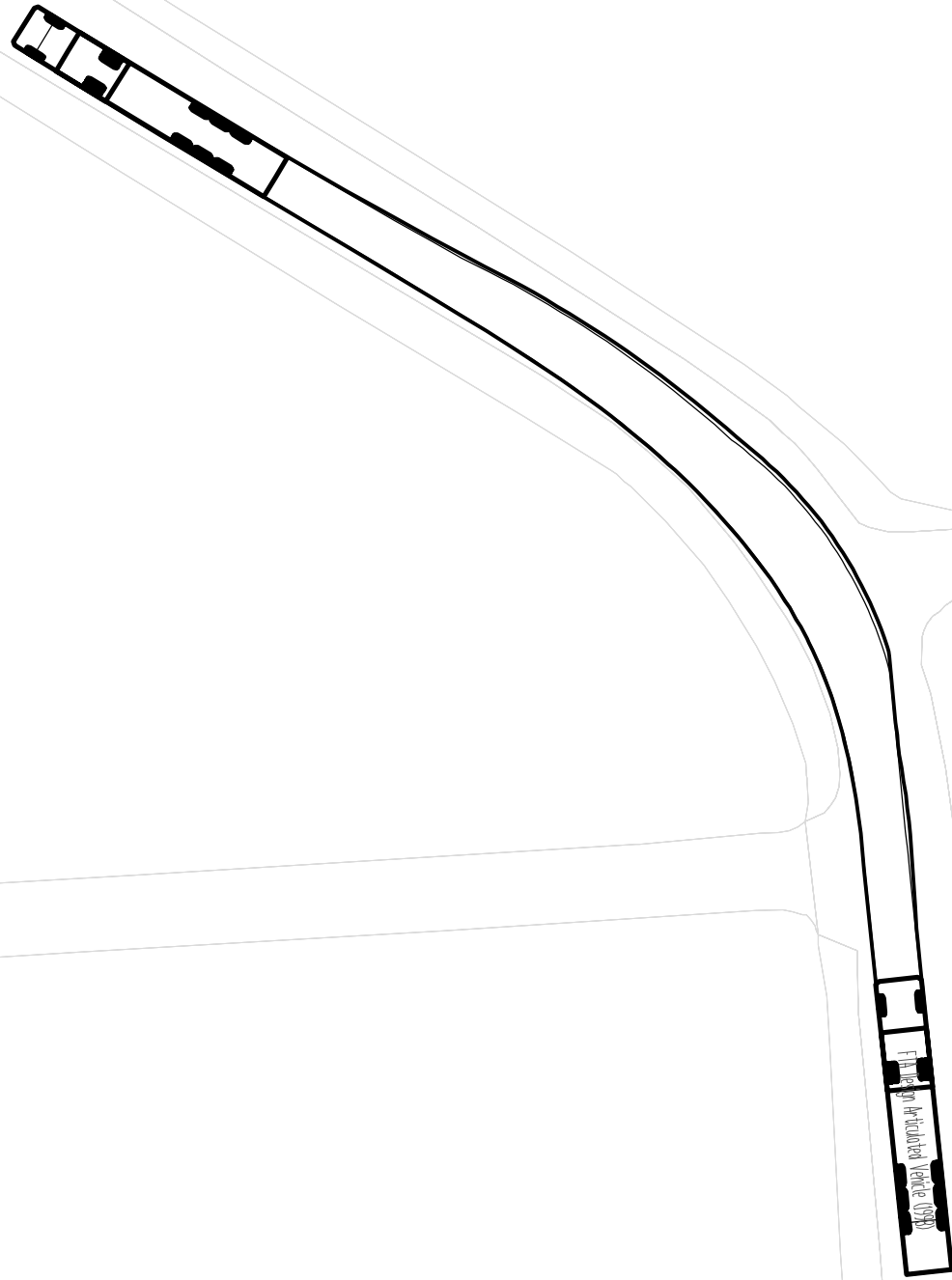
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TITLE: Vehicle Tracking Location 1

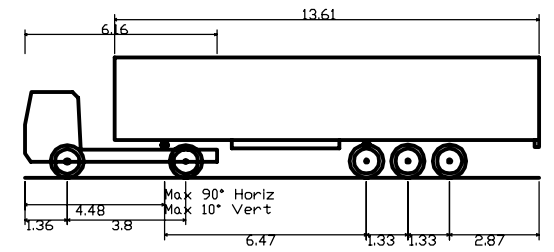
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PROJECT No: 70014469	DRAWING No: Figure 2	REV: A

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DO NOT SCALE



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 Overall Body Height 3.870m
 Min Body Ground Clearance 0.515m
 Max Track Width 2.470m
 Lock to Lock Time 3.00s
 Kerb to Kerb Turning Radius 6.550m

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REV	DATE	BY	DESCRIPTION	CHK	APP

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CLIENT: **Earthmill**

ARCHITECT:

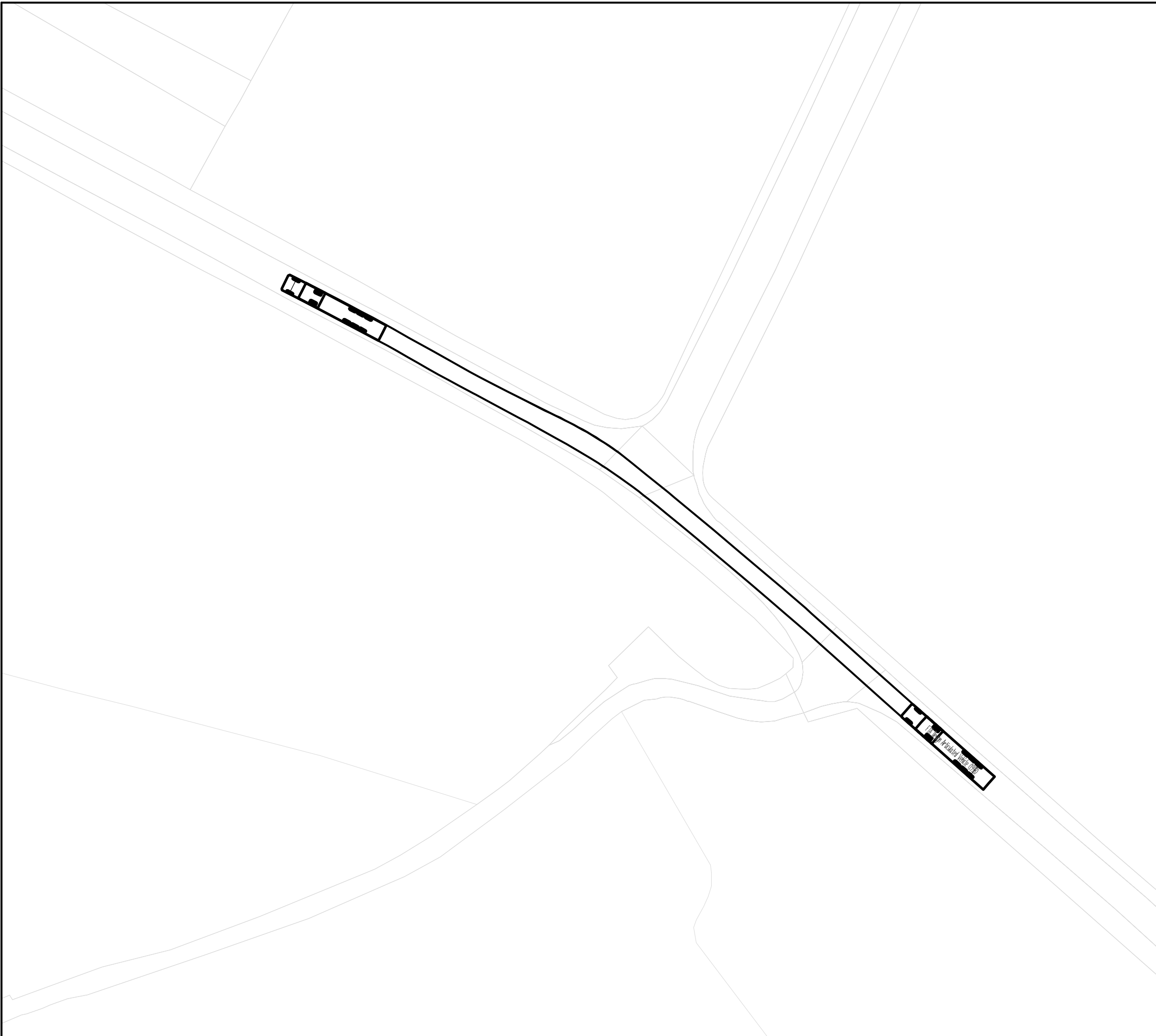
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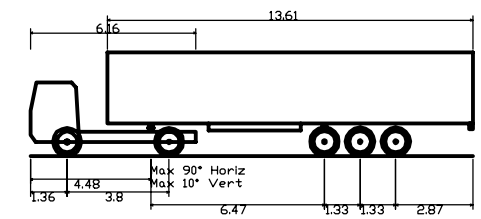
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DO NOT SCALE



FTA Design Articulated Vehicle (1998)
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 Lock to Lock Time 3.00s
 Kerb to Kerb Turning Radius 6.550m

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CLIENT: **EarthMill**

ARCHITECT:

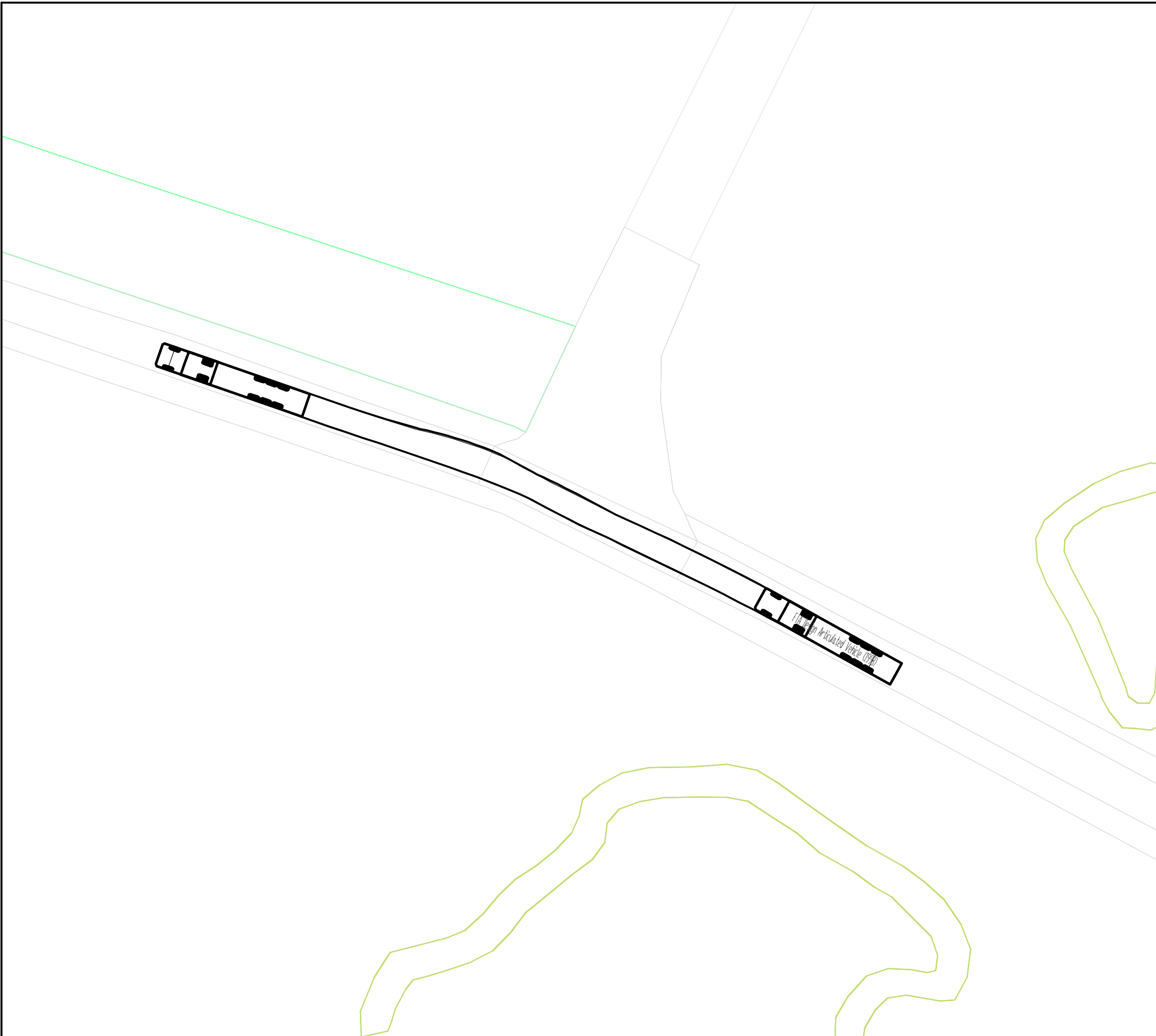
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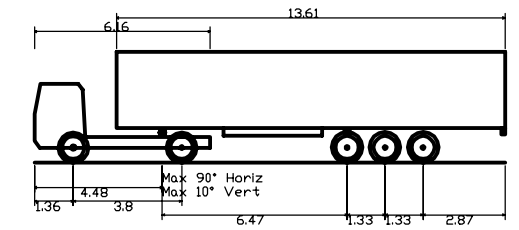
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DO NOT SCALE



FTA Design Articulated Vehicle (1998)
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 Overall Width 2.550m
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 Min Body Ground Clearance 0.515m
 Max Track Width 2.470m
 Lock to Lock Time 2.00s
 Kerb to Kerb Turning Radius 6.550m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	29/07/15	JAE	FIRST ISSUE	AM	AM

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CLIENT: **Earthmill**

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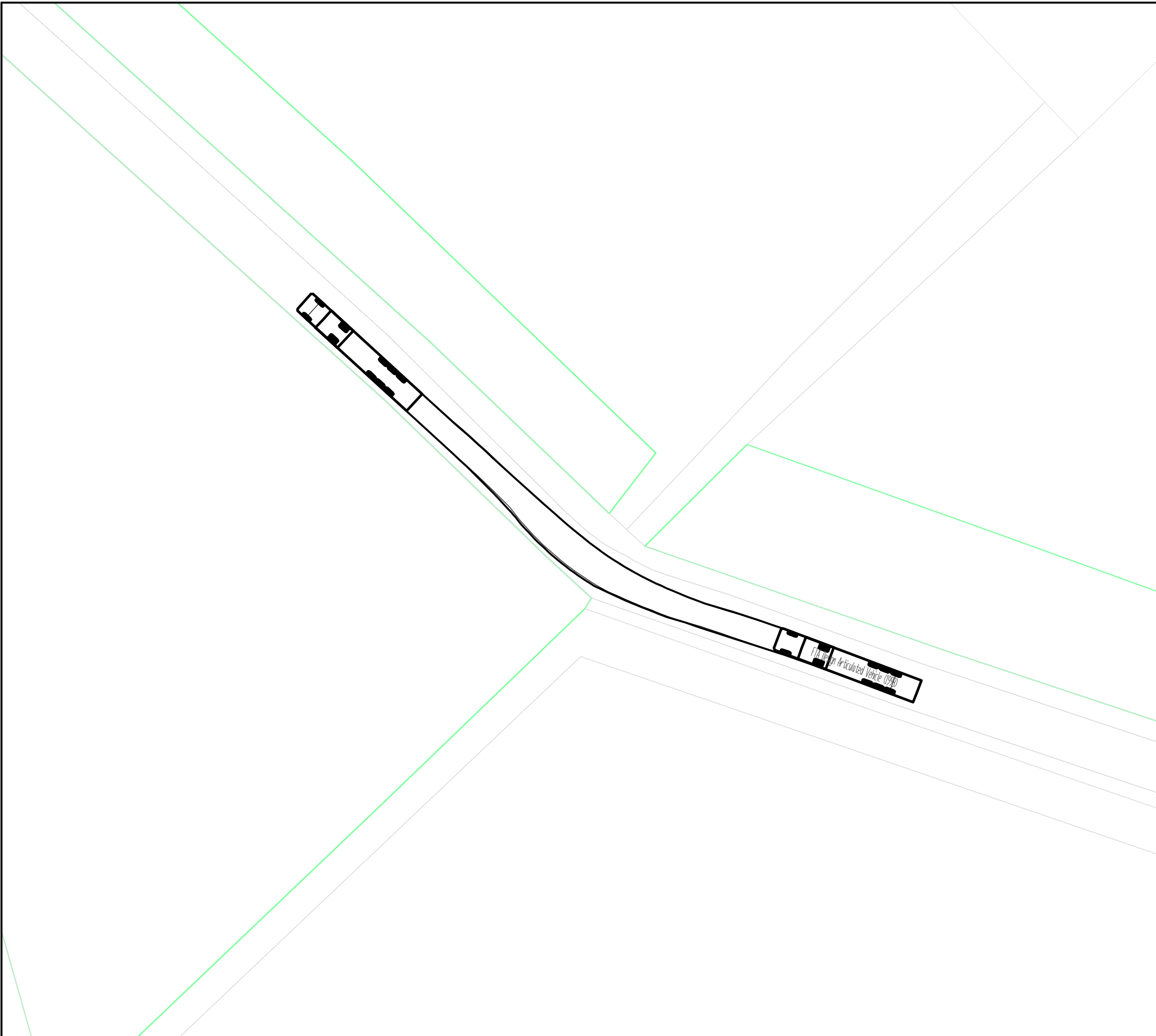
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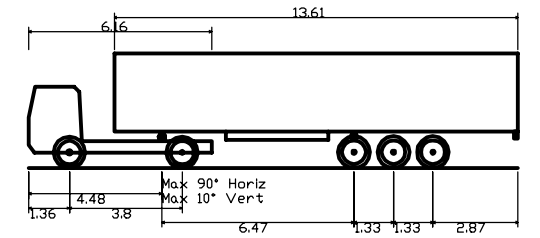
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PROJECT No: 70014469	DRAWING No: Figure 5	REV: A

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DO NOT SCALE



FTA Design Articulated Vehicle (1998)
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 Overall Width 2.550m
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 Kerb to Kerb Turning Radius 6.550m

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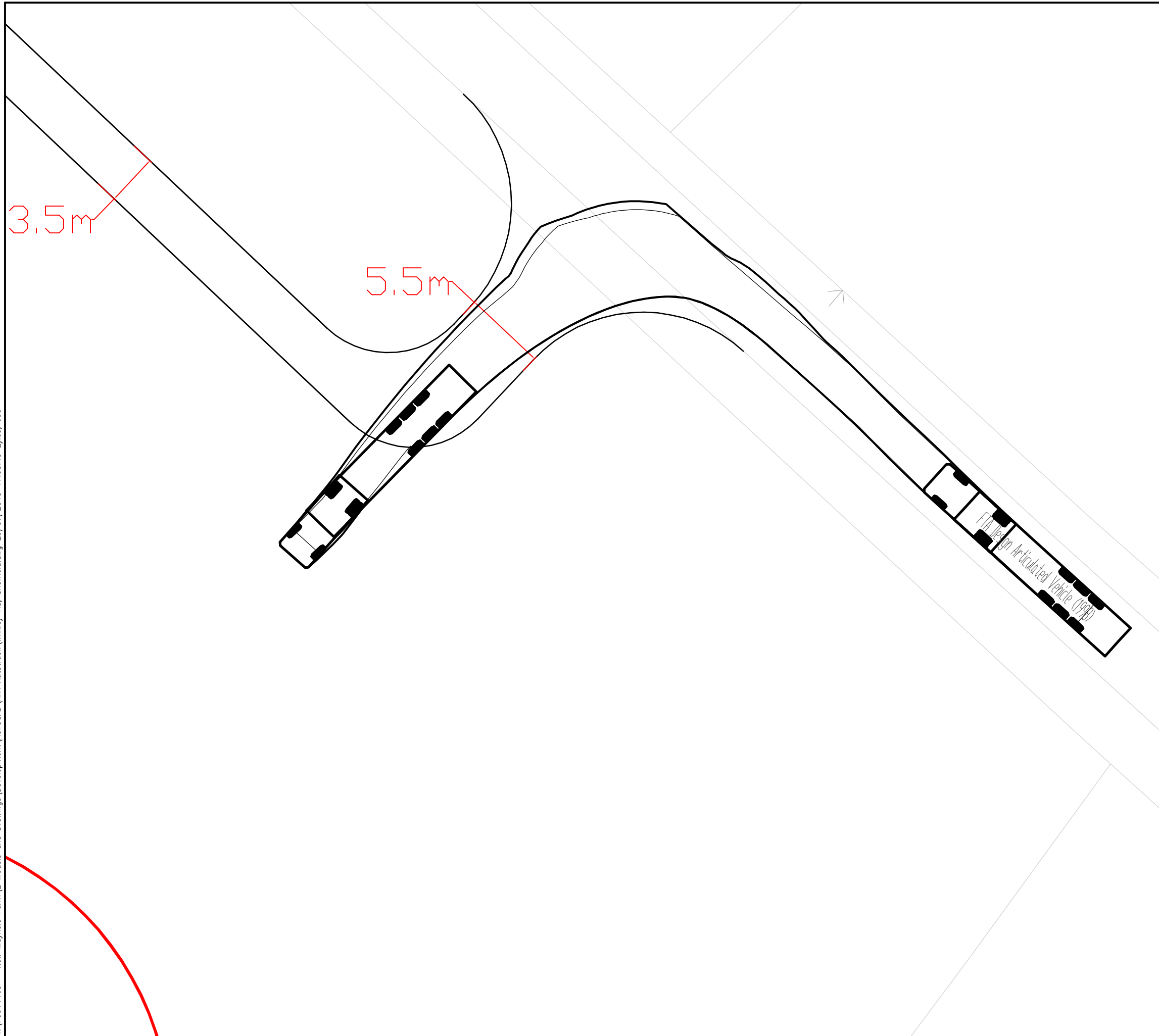
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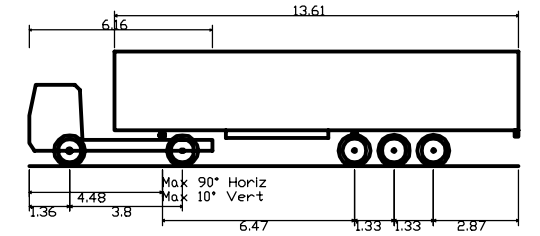
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PROJECT No: 70014469	DRAWING No: Figure 6	REV: A

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DO NOT SCALE



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CLIENT: Earthmill

ARCHITECT:

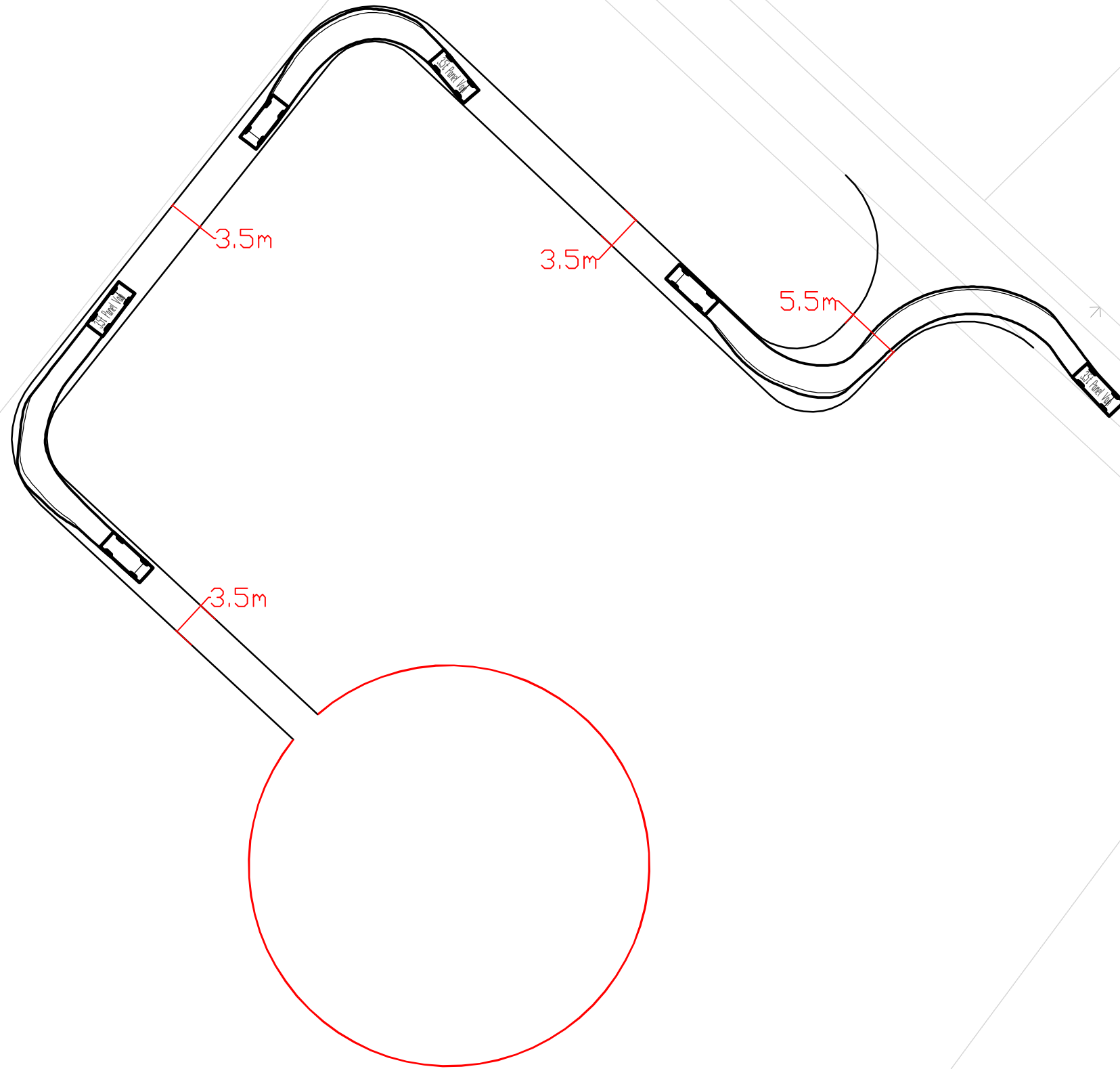
PROJECT: New Maythorne Farm

TITLE: Vehicle Tracking into Site Access

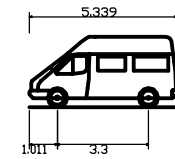
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PROJECT No: 70014469	DRAWING No: Figure 7	REV: A

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DO NOT SCALE



3.5t Panel Van
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 Overall Width 1.986m
 Overall Body Height 2.565m
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 Track Width 1.986m
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 Kerb to Kerb Turning Radius 6.400m

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A	29/07/15	JAE	FIRST ISSUE	AM	AM

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CLIENT: Earthmill

ARCHITECT:

PROJECT: New Maythorne Farm

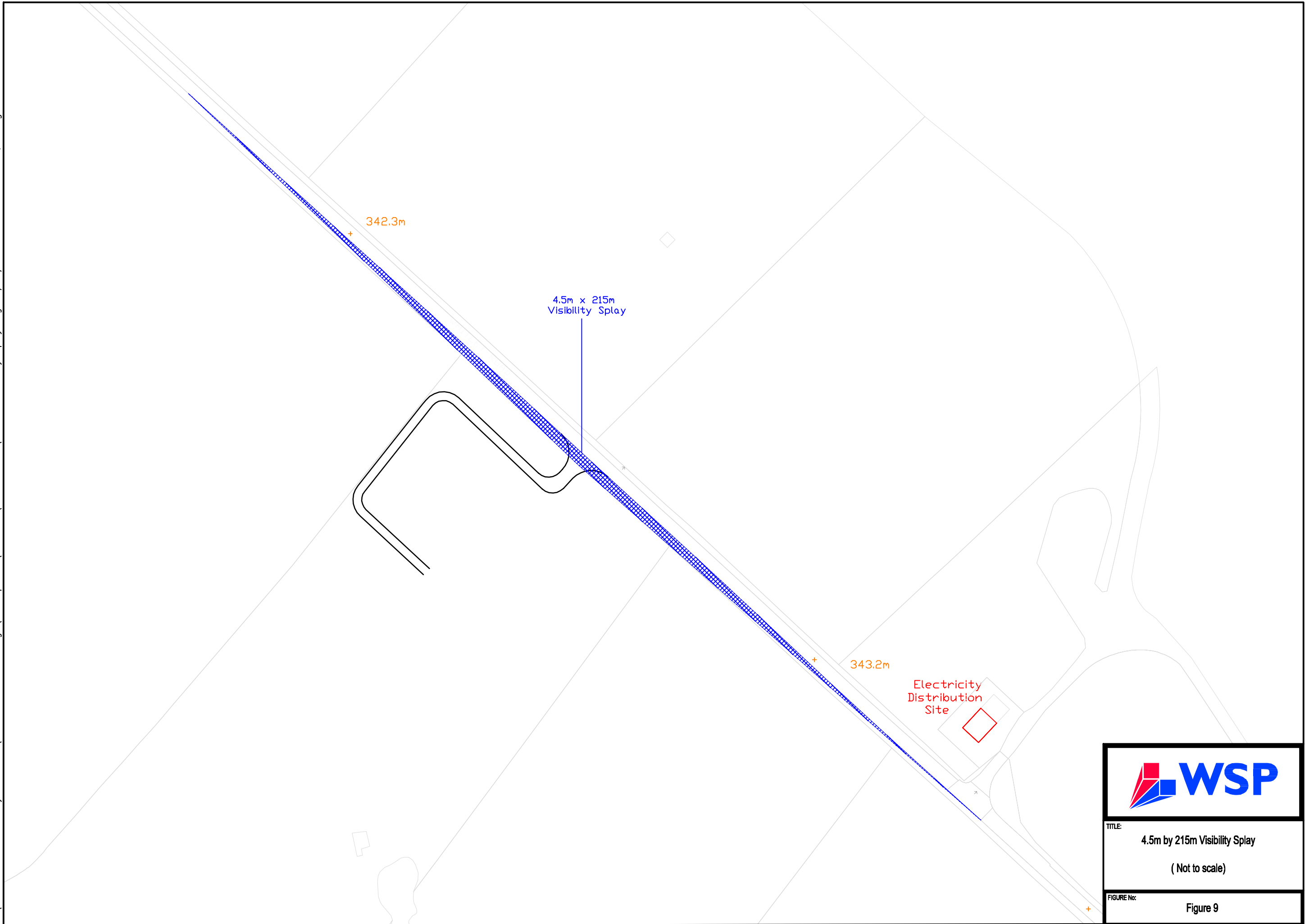
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PROJECT No: 70014469 DRAWING No: Figure 8 REV: A

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TITLE: 4.5m by 215m Visibility Splay (Not to scale)	
FIGURE No:	Figure 9

Appendix A

Highways Officers Consultation Response

DEVELOPMENT, ENVIRONMENTAL & CULTURE DIRECTORATE
Highways, Engineering & Transportation



To: Development Management
FAO: Elaine Ward

My Ref: HDC/DC/2015/0357

Your Ref:

Date: 13th July 2015

Enquiries to: Mr D Cawthorne

Ext: 2008

Subject: **ERECTION OF 1 NO. 500KW WIND TURBINE WITH A MAXIMUM TIP HEIGHT OF 67M AND ASSOCIATED INFRASTRUCTURE INCLUDING ACCESS TRACK AND CABLES**

NEW MAYTHORNE FARM
LOWER MAYTHORN LANE
CROW EDGE
HOLMFIRTH
HD9 7TW

Reference is made to the above application

The existing red and blue line boundaries are incorrect as the overlap, also it seems likely that the red line boundary includes some highway land, this situation needs clarifying/remedying, for the applicant's benefit I note that a plan showing the extents of the public highway can be obtained by contacting Network Resilience and Asset Management at roads@barnsley.gov.uk.

The application site must be edged clearly with a red line on the location plan. It should include all land necessary to carry out the proposed development (e.g. land required for access to the site from a public highway, visibility splays (access around a road junction or access, which should be free from obstruction), landscaping, car parking and open areas around buildings or structures), this is currently not the case.

A blue line must be drawn on the plan around any other land owned by the applicant close to or adjoining the application site.

The proposal for a single wind turbine with a maximum tip height of 67m lies on Whitely Road (not Lower Maythorne Lane) within 1km of the existing Royd Moor Wind Turbine Farm; which comprises 13 turbines; 35m to hub, 54m to tip; the proposed development lies beyond the access route utilised for the existing Blackstone Edge Wind Farm, however the length of road between the two is geometrically and structurally comparable and therefore it would be difficult to argue that the local highway network cannot accommodate the level of construction traffic generation of this significantly smaller development.

However no swept path analysis has been supplied for the proposed access route from the A628 and the largest vehicles likely to visit the site are identified as a standard articulated flat-bed HGV and lifting equipment comprising 55 and 80 tonne city cranes. And whilst it seems likely that the proposed vehicles routing can be accommodate on the highway network, I still need to see an swept path analysis and subsequent assessment which should demonstrate that the highway can safely accommodate the proposed vehicles routing and that any necessary mitigation measures identified are deliverable, as if this is not the case then permission should be refused.

On resolution of the above I will have likely have no objections to the proposal in a highways context provided any subsequent permission is subject to the following conditions.

1. Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.
2. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:-
 - temporary site compound including details of layout, fencing, parking and manoeuvring facilities.
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the facility
 - measures to prevent mud/debris being deposited on the public highway
 - site access arrangements including details of any gates and access roads and any associated over-run areas.

In the interests of highway safety.

3. Development shall not be begun until a Construction Traffic Management Plan (CTMP) covering the periods of construction/commissioning and decommissioning/demolition has been submitted to and approved in writing by the local planning authority.

The CTMP shall include details of:

- construction vehicle routing along public highways within the local authority's boundary
- means of access to the site for construction traffic from the public highway
- proposed accommodation works and where necessary a programme for their subsequent removal and the reinstatement of street furniture and verges etc., where required, along the route and at point of egress from the public highway
- retained areas for vehicle parking, manoeuvring, loading and unloading
- access roads within the site and from the public highway to the site, including construction details.
- the dimensions of turbines and associated components
- the management of junctions to and crossings of the public highway and other public rights of way.
- the scheduling and timing of movements, details of escorts for any abnormal loads, temporary warning signs and banksman/escort details

The development shall be carried out in accordance with the approved CTMP, in the interests of highway safety.

4. All on-site vehicular areas shall be hard surfaced and drained in an approved manner prior to the development being brought into use, to prevent mud/debris from being deposited on the public highway to the detriment of road safety.
5. All surface water run - off shall be collected and disposed of within the site and shall not be allowed to discharge onto the public highway, in the interest of road safety.

6. Visibility splays, having the dimensions 4.5 x 215 metres, shall be safeguarded at the site access, such that there is no obstruction to visibility at a height exceeding 1.05 metres above the nearside channel level of the adjacent highway, in the interests of highway safety.
7. Prior to the commencement of development, details of the site access and over-run area and any site access gate, which shall only open inwards, shall be submitted to, and approved in writing by, the local planning authority. The details shall provide for the first 20 metres of the site access to be hard surfaced, sealed and drained in an approved manner prior to the development being brought into use and retained thereafter, in the interests of highway safety.

For and on behalf of
Head of Highways, Engineering and Transportation