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| Consultation Response from KC, Highways Development Management | | |
| 2021/93644 Low Farm, Wakefield Road, Flockton, Huddersfield, WF4 4BB | | |
| Erection and operation of grid-connected solar photovoltaic farm, with ancillary infrastructure and landscaping and biodiversity enhancements | | |
| Date Responded:27-10-2021 | Responding Officer: Mark Berry | Responding Ref: 16-15-13 |

The planning application seeks approval for the construction and operation of a grid-connected solar photovoltaic farm, other ancillary infrastructure and landscaping at Low Farm, Wakefield Road, Flockton, Huddersfield.

The site comprises a total of eight parcels of land, three to the south (3,4 and 5) and five to the north (1,2,3,7 and 8) of the A642 Wakefield Road, between Overton and Grange Moor (plus parcel 9 an additional parcel required for the connection to the national grid).

The applicants have provided a Transport Statement and generic Construction Traffic Management Plan prepared by Hydrock and Glint and Glare Assessment prepared by Neo Environmental.

It is proposed that construction traffic is routed from the west off the M62, extending in an easterly direction through Huddersfield along the A642.

Six points of access are proposed from A642 Wakefield Road. All of the proposed site access points are proposed to be taken via existing agricultural entrance points.

The site accesses are to be improved with a 5.5m wide carriageways and 6.0m radii to the east and west to accommodate HGV vehicular movements.

The site access points along Wakefield Road are shown to comprise of visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 149.0m to the east and west which is consistent with a 50mph road

The site access associated with Parcel 5 is to be taken off Grange Lane which is governed by a 30mph speed limit and comprises of visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43.0m to the east and west which is consistent with a 30mph road.

Swept path manoeuvres for a 16.5m HGV have been produced to show that an 16.5m articulated lorry can enter and exit the parcel 1 access in a forward gear.

Swept path manoeuvres have been undertaken with a John Deere Tractor and Rolland Trailer for the four proposed access points to parcels 2 to 8.

Parcel 9 borders the eastern edge of Low Farm and uses a small field which connects the farm and the Railway Museum. Construction access will be via an existing commercial access to the Museum.

Can the applicants explain why a John Deere Tractor and Rolland Trailer has been used for accesses serving parcels 2 to 8 and not a 16.5 m articulated lorry. The largest vehicle anticipated to use these accesses during the construction period should be tracked.