Mr. Matthew Phillips
Head of Service Planning Development Management
Wrexham County Borough Council
16 Lord Street
Wrexham
LL11 1LG

28th June 2024

Dear Matthew,

Re: Section 73 Planning Application to amend conditions 2 and 15 of P/2021/0676 (Erection of solar farm and battery storage) to enable the submission of amended plans and Construction Traffic Management Plan.

Site: Land North-east of Maelor Works, Cross Lanes, Wrexham, LL13 0UW

Introduction

Corylus Planning and Environmental Limited have been instructed by Innova Renewables Ltd ("the Applicant") to submit an application under Section 73 of the Town and Country Planning Act 1990 to amend conditions application to planning permission P/2021/0676.

The application has been submitted electronically via the Planning Portal (reference number PP-13156534) and has been accompanied by the following:

- Site layout plan: WR-EX-258-21
- Construction Traffic Management Plan: 1414.2 Wrexham Industrial Estate

Planning permission was granted on 07.11.2022 under the reference number P/2021/0676 for the following development:

Erection of solar farm and battery storage facility.

This application seeks to amend the following conditions:

- Condition 2: Approved plans and reports
- Condition 5: Construction Traffic Management Plan

The revised wording of these conditions is set out at Appendix A.

Reasons for Amendment

The Applicant is due to commence construction on the proposed development in 2024 and in preparation for this, the construction route has been reviewed. This has resulted in the two amendments proposed within this Section 73 planning application.

The first amendment relates to the approved Construction Traffic Management Plan (CTMP). When application P/2021/0676 was submitted, the Applicant submitted a CTMP which related to access to the Site from the west, i.e Tetra Pak Road. No objection was raised by the Local Highways Officer to the use of this road, or the CTMP-see Appendix B.

However, during the course of the Application, due to concerns regarding accessing the Site through the existing solar farm, the Applicant chose to submit an amended CTMP showing access to the east of Maelor gasworks from Holt Road. This CTMP (v.5) was conditioned. As part of reviewing the access arrangements, the Applicant has concluded that construction traffic should come from Tetra Pak Road, and the application therefore seeks to amend condition 1 and the following plans within conditions 2 and 5 to submit a revised version of the CTMP.

As part of the revised construction route, the Applicant wishes to install an additional road within the approved layout as indicated at Figure 1 below.



Figure 1 - Proposed additional road (Top image) compared to previously approved plan bottom image).

The proposed road would be constructed of a permeable material and would have no additional impact upon surface water drainage or landscape impact.

Other

There are no other amendments proposed within this application.

It should be noted that details required by Condition 6 (GCN Conservation Plan) of P/2021/0676 have been complied with on 19.12.2023 under application P/2023/0448

Conclusion

The proposed amendments are considered to be minor material given the scale and context of the proposed development and will enable the applicant to implement the development in a timely and cost efficient manner.

I trust that this letter provides you with sufficient information to consider the application, but if there is anything else that you require, please do not hesitate to contact me.

Yours sincerely,



Associate Director (Planning)

for Corylus Planning & Environmental Ltd

1 Appendix A: Revised Conditions

Condition	Current wording	Proposed wording
2	The development shall only be carried out in strict accordance with the following plans and documents: i. WR-EX-258-02B Site Plan ii. WR-EX-258-06-1Q Site Layout iii. WR-EX-258-15-1A PV panel details iv. WR-EX-258-15-2 CCTV and fence details v. WR-EX-258-15-3 Battery store palisade fence vi. WR-EX-258-15-4 Battery store auxiliary transformer vii. WR-EX-258-15-5 Battery system details viii. WR-EX-258-15-6 Switch gear/control room ix. WR-EX-258-15-7 ISO Storage container	The development shall only be carried out in strict accordance with the following plans and documents: i. WR-EX-258-02B Site Plan ii. WR-EX-258-21 Site Layout iii. WR-EX-258-15-1A PV panel details iv. WR-EX-258-15-2 CCTV and fence details v. WR-EX-258-15-3 Battery store palisade fence vi. WR-EX-258-15-4 Battery store auxiliary transformer vii. WR-EX-258-15-5 Battery system details viii. WR-EX-258-15-6 Switch gear/control room ix. WR-EX-258-15-7 ISO Storage container

	x. WR-EX-258-15-8 Transformer xi. WR-EX-258-15-20A Enhancements, Management & Monitoring xii. Construction and Environmental Management Plan (CEMP) xiii. Flood Consequences Assessment (FCA) reference 258/FCA/v2 May 2021, Corylus Ltd. xiv. Appendix D (Construction and Environment Management Plan) of the Surface Water Management Plan, reference 258/SP12 (v3) April 2021, Corylus xv. Aboricultural Report Corylus Feb 2021 Rev 1 xvi. Construction Traffic Management Plan Acstro Feb 2021 Rev 5	x. WR-EX-258-15-8 Transformer xi. WR-EX-258-15-20A Enhancements, Management & Monitoring xii. Construction and Environmental Management Plan (CEMP) xiii. Flood Consequences Assessment (FCA) reference 258/FCA/v2 May 2021, Corylus Ltd. xiv. Appendix D (Construction and Environment Management Plan) of the Surface Water Management Plan, reference 258/SP12 (v3) April 2021, Corylus xv. Aboricultural Report Corylus Feb 2021 Rev 1 xvi. Construction Traffic Management Plan V3 dated 02.02.2021
5	The development shall be carried out in accordance with the Construction Traffic Management Plan dated February 2022 Rev 5, and provision shall be made within the site for contractor parking. The Plan as is approved shall be fully implemented	The development shall be carried out in accordance with the Construction Traffic Management Plan V3 dated 02.02.2021 and provision shall be made within the site for contractor parking. The Plan as is approved shall be fully implemented

2 Appendix B: Highways Officer Comments from P/2021/0676

MEMORANDUM

wrexham COUNCIL CYNGOR wrecsam

From:	Chief Officer, Environment & Technical	**To:** FAO:	Chief Officer Planning & Regulatory Mared Rees Jones
Our Ref:	ET/DC/MM/P/2021/0676	**Your Ref:**	P/2021/0676
Date:	27th August 2021		

Land north east of Maelor Works, Cross Lanes, Wrexham
Erection of solar farm and battery storage facility

Further to your email / consultation dated 16/07/2021 in respect of the above, I comment as follows:-

Traffic Generation
The highway impact of the proposal is to be during the construction and decommissioning periods.

The Construction Traffic Management Plan (CTMP) includes an estimate of traffic to be generated during the 16 week construction programme.

A maximum of 25 personnel, travelling by minibus or shared cars will create up to 13 arrivals/departures within the weekday peak periods.

The maximum weekly need for HGV movements is estimated to be 77. This is around 30 per day for one week, with a significantly lower number of HGV movements in other weeks. It is appreciated that robust assumptions have been used in this estimation, and that in reality HGV movements are likely to be spread across a longer time frame.

The HGVs used are expected to be similar to those already using this part of the highway network. It is noted that no abnormal loads are expected, but that the appropriate applications will be made if they are used.

When operational, the site is expected to require 1-2 visits per month for maintenance, with a negligible impact on the highway network.

Access
The site is accessed from Tetra Pak Road, which joins Sesswick Way at a priority junction. Sesswick Way junction and Tetra Pak Road are of an appropriate standard to support the development. Tetra Pak Road already serves an existing solar park.

Construction Traffic Management Plan
An appropriate Construction Traffic Management Plan has been submitted.

The CTMP does not specify a route for vehicles to take, it is agreed that with no sensitive roads or locations to avoid, drivers may select an appropriate route. it is assumed that vehicles will travel through Wrexham Industrial Estate to the A534.

The CTMP confirms that adequate on-site parking will be provided and no parking or unloading permitted on the public highway.
Temporary signage warning drivers of the additional HGV movements is to be agreed between the Principal Contractor and Wrexham Council's Highways Department.

Conclusion

The highways impact of this development is short term, limited to the construction and decommissioning phases. The impact when operational is negligible. Therefore, there is no highways reason why planning permission should not be granted.



Chief Officer, Environment & Technical