MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2024/1578	**Your Ref:**	P/2024/1578
Date:	20/01/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: GOSOD PANELI SOLAR AR Y TIR, STROFA BATRI A CHABINED GRID / INSTALLATION OF GROUND MOUNTED SOLAR PHOTOVOLTAIC (PV) SCHEME, BATTERY STORAGE AND GRID CABINET
LOCATION: LAND OFF, BRYMBO ROAD, BRYMBO, WREXHAM, LL11 5LY

I refer to your consultation / email dated 22/11/2024 in respect of the above.

This application for solar PV, batteries and associated infrastructure proposes to utilize an historic access on a tight bend onto the northern end of a C Class adopted highway, Brymbo Rd. It is immediately adjacent to a bend with Brake Road heading East, and junction with Waterside Way also connecting onto the highway from the west. The speed limit at the proposed junction is National Speed limit, however a maximum reasonable speed approaching this bend would be considered to be 20mph and below on the bend itself.

The entrance does not appear to have been used regularly for some time, and therefore it's right of access as an existing entrance cannot be assumed, given that it does not comply with highway requirements

If the site entrance is proposed to be a permanent access, then the level of information provided would be considered inadequate for the LHA to support forming an entrance. A scaled plan with levels that fully considers standard highway requirements for visibility splays in accordance with standard highway requirements would be required. Given the close proximity of the bend, this may not be achievable in this location.

The visibility splays required are 2.4m set back x 25m in all directions (Brymbo Rd, Blast Rd and Waterside Way). Given that the lanes are narrow country lanes, the visibility splays should be measured from the centre of the carriageway.

If it is proposed that the access is to be used for regular HGV deliveries, then a swept path analysis should be provided that demonstrates vehicles can safely negotiate the entrance without affecting the highway.

If the site entrance is only to be used for a series of deliveries during construction, then it may be considered acceptable for there to be an adjustment to the CTMP to include for coordinated and supervised delivery and exiting traffic. This could be in the form of temporary lights or traffic control/management approved by the LHA's highway roadworks team. Following construction this entrance would then need to be closed up, and only ever used with Traffic Management set up again.

The site plan should be amended to include adequate turning facilities within the site to ensure no HGV's are forced to reverse back onto the highway
If permanent, the site entrance should be built with hard bound material for the first 16m, consider avoiding any rainwater from entering the highways drainage without the approval of the Highway Flood control / SAB officer.

Is there any proposal for emergency vehicle access during construction and operation phases that need to be maintained throughout the lifetime of the facility? This would include provision of access for up to 13m long HGV vehicles, possibly longer?

Temporary signage is noted, and the use of the Stori Brymbo facility for welfare, and we assume staff parking. Given the relatively low traffic figures included within the Design and Management proposals, we do not have any concerns relating to traffic generation either during construction nor during the operation of the facilitye. No traffic parking causing any obstruction to emergency vehicles on the public highway will be tolerated at any time.

Will future maintenance access also be via the Stori Brymbo entrance?

We look forward to receiving the applicant's response to the above queries, to enable the LHA to finalise their consultation response.



On behalf of Chief Officer, Environment & Technical

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*

7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.