

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Luke Ashley
Our Ref:	ET/DC/MM/P/2022/0541	Your Ref:	P/2022/0541
Date:	5 th July 2022		

Little Llwyn Onn, Cefn Road, Llwyn Onn, Wrexham, LL13 0NY Erection of solar farm and battery storage facility

Further to your email / consultation dated 15/06/2022 in respect of the above, I comment as follows:-

Traffic Impact

The traffic generated by the site will be largely confined to the construction and decommissioning phases.

The number of employee vehicles expected during construction has not been defined but is likely that minibuses will be used to transport staff, minimising the traffic impact. Ten HGV movements are expected per day.

The Construction Traffic Management Plan (CTMP) sets out how deliveries will be managed and commits to the provision of sufficient on-site car parking.

When operational, the traffic impact will be negligible with one or two trips per month.

Access

Northern site

Access to the main part of the site is via an existing field entrance on Cefn Road, which is already used by heavy farm machinery. The junction is to be widened and formalised, with the removal of some hedgerow to provide sufficient visibility. Swept path analysis has been undertaken to confirm that a 16.5m articulated HGV, the largest required to access the site, can negotiate the access junction.

The substation on the southern side of Cefn Road is to be accessed via the existing access road to the waste water treatment works. The additional HGV movements will make no material difference to the access junction.

Conclusion

The traffic generated by this development will be negligible when the site is in operation and may be effectively managed using a Construction Traffic Management Plan during the construction phase. The proposed upgraded access junction for the northern part of the site, and existing access to the southern part, will provide suitable access for construction and operational traffic.

There is no highways reason why planning permission should not be granted. The CTMP should be finalised and implemented as a condition of planning permission.

A handwritten signature in black ink, appearing to be 'R. L. L.', is positioned above the title. The signature is fluid and cursive, with a large initial 'R' and a long, sweeping underline.

Chief Officer, Environment & Technical