

MEMORANDUM



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

A handwritten signature in black ink, appearing to be 'R. Owen', written on a light blue background.

Chief Officer, Environment & Technical