MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2024/1578 Reconsult 2	**Your Ref:**	P/2024/1578
Date:	15/10/2025 further to Reconsult 2 on 11/05/2025		

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 17/02/2025 and write further to highways consultation response 11/05/2025 in respect of the above.
For ease of reference,, the LHA request a response that references this memo, and the specific reference numbers as follows please:

1. The Figure 7 Turning Point plan received does not include a reference to the size of HGV used. Whatever size is used should reflect what is proposed for the construction, and be confirmed as such.

2. We thank the applicant and our Highway Roadworks colleague's assistance in reviewing the on site practicalities and construction traffic management. Can the applicant confirm the following:
    a. The Construction Traffic Management plan should be updated to include all matters reviewed on site and confirmed in subsequent emails.
    b. What is the size of vehicle that will deliver the PV panels? This is classed as Construction Traffic and should be referred to in the CTMP

The LHA support the temporary speed restriction and restricting the direction of traffic via Brymbo Rd instead of Brake Road, thus avoiding the use of the inadequate turning into the entrance when approached from Brake Rd.

Reference to previous LHA responses:

Could the applicant please respond specifically to the following comments previously raised?:

3. *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.*
4. *The visibility splays required with a temporary 30mph speed restriction 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 site access carriageway and shown on an updated plan.

5. *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.*
6. *Further to the emailed response on traffic management, this query has been updated as follows: Once construction is complete can the applicant confirm this entrance would be locked up, and only be used in exceptional circumstances, for example if panels or large equipment needed to be replaced. Signage should be provided preventing access and parking.*
7. *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. Signage and hatched marking should be provided to prevent the access from being blocked.*

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 facility

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

We look forward to receiving the applicant's response to the above queries, and request specifc reference to the above numbered response in a covering email, and updated CTMP.



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.