MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Matthew Phillips
Our Ref:	ET/DC/DB/P/2025/0759	**Your Ref:**	P/2025/0759
Date:	18 February 2026		

Reference: P/2025/0759

Proposal :GOSOD CYNLLUN SOLAR AR Y TIR A'R SEILWAITH CYSYLLTIEDIG/INSTALLATION OF GROUND-MOUNT SOLAR SCHEME AND ASSOCIATED INFRASTRUCTURE

Location: LAND OFF HAFOD ROAD, HAFOD, RUABON, WREXHAM, LL14 6HF

I refer to your consultation / email dated 11/11/2025 in respect of the above.

This proposal is for a new solar farm that is intending to utilise the existing shared unadopted lane serving Hafod House Farm and a small number of properties, as well as a maintenance access for the National Trust COVID remembrance garden.

The track whilst unadopted is a route for a Public Right of Way and connects onto Hafod Road, a classified C road subject to National Speed Limit. Crash map records no incidents in the vicinity of the existing access in 20 years.

Access

The applicant has submitted swept path analysis for the articulated HGV's delivering materials during the construction phase. Whilst these are tight against the highway edges in places, the nature of Hafod Road means drivers can take time to complete the manoeuvres.

Visibility from the access junction is restricted to the south by third party vegetation and to the north by the presence of buildings and carriageway alignment. The applicant recognises and acknowledges this and to ensure that construction traffic can move safely from the lane into / from Hafod Road, traffic control will be in place for the duration of the construction period. The applicant has said that this could take the form of operatives with stop-go boards or, more likely, temporary traffic signals. The Local Highway Authority would require this form of control to be traffic signals.

Whilst Hafod Road is a classified route, in places it is relatively narrow. To ensure that inbound and outbound HGV movements do not coincide and to avoid potential issues, a banksman will be permanently located at the junction with Bangor Road to ensure the efficient and safe operation of the junction and Hafod Road. The banksman at the junction will also communicate with the main site to advise departing traffic when it is clear to enter Hafod House Farm Lane. Departing HGV traffic will be held on site until such time that the banksman confirms that Hafod House Farm Lane is clear of any arriving traffic. This will ensure that opposing traffic does not meet along the lane.

Once constructed, the traffic generation of the site will be minimal and is noted to be insignificant in comparison with existing lane usage.

Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) has been submitted but a final CTMP will be required by condition. This CTMP must be updated to demonstrate adequate construction staff car parking spaces, prior to commencement. This is to ensure construction staff parking does not occur on-highway, which would not be acceptable from a road safety perspective.

The Local Highway Authority request any approval be conditioned on their being adequate on site parking for the peak period HGV's, wheel washes and traffic management both on the highway and along the lane. The latter is to minimise disruption to the neighbours sharing the access lane and pedestrian safety.

The Local Authority should have the power to cease operations if Local access and pedestrian safety is not fully respected.

Conclusion

The Local Highway Authority have no objection to the permanent use, proposed but request a condition be applied that ensures the following in the interest of highway and public safety

1) Hard surfacing and drainage for the entrance into Hafod Farm Lane including widening the same.
2) Provision of segregated pedestrian access during construction along the lane with illumination if necessary.
3) Assurance that there are additional access proposed
4) Traffic Management should be to the Local Highway Authority approval prior to commencement
5) Provision for all vehicles to turn within the site should be provided
6) Temporary construction traffic signage particularly at the crossroads junction should be provided if Local Highway Authority in advance (as noted In item 5.7 of the CTMP
7) Should the commitments above not be provided then the Local Highay Authority should be provided with the power to cease operations along the lane / public footpath

Supplementary Notes

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

KWEdwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical

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 / 171 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.