

Yr Arolygiaeth Gynllunio
Adeilad y Goron
Parc Cathays
Caerdydd
CF10 3NQ

Eich cyf / Your ref RG/P19-2023/PL

Ein cyf / Our ref 21/NM-3866

14 July 2021

Dear Sir/Madam,

**TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES)
ORDER 2012:**

Land at Gwernigron Farm, The Roe, St Asaph, Denbighshire

Application for Permission for a Development of National Significance (Wales) Section 62D for the construction of a solar farm and energy storage hybrid park, together with all associated works, equipment and necessary infrastructure

I refer to your consultation of 22nd June 2021 regarding the above application, and advise that the Welsh Government as highway authority for the A55 trunk road directs that planning permission is not granted at this time as the applicant has provided insufficient information to determine the application.

The applicant must provide the following information to support this application or resubmit the application with the following details;

1. Developer must ensure that adequate screening between the solar farm and the trunk road is provided to minimise driver distraction and to ensure that no glare from solar farm is visible to any trunk road motorists. Screening proposals must be located within the development boundary and be in the control of the development. Plans submitted suggest works are proposed outside of the development red line boundary on land which may not be in the developer's control (along the A55 adopted highway), this must be reviewed/clarified. Natural screening on A55 highway verge may not be in the control of the developer and therefore this could be altered by others affecting the development screening.
2. Privately owned highway boundary features and/or new development works near to the trunk road may have a bearing on road safety, developer must therefore clarify works within this area. The developer will be responsible for a review of the risks this may have on trunk road users and submit a report (risk assessment) to Welsh Government in line with DMRB CD 377. The outcome of this report may show that the developer is to provide a Road Restraint System. When the apparatus is for road safety purpose, it may be delivered through a S278 agreement (inc. commuted sums) and usually be adopted by the Highway Authority. When a review indicates that no system is required on highway grounds, risks of developing next to the trunk road will be for the developer to address within the development red line boundary, this will include administering supposed risks that future occupiers/owners may have due to the development proximity to a trunk road. This task must be executed and completed prior to determination, it must not be covered by a condition as it could have a detrimental impact on the proposal.
3. Any environmental improvements or mitigation works should not push animals closer to the trunk road, additional features may be required within the development boundary to assist with their protection from accessing the trunk road.
4. Proposed condition number 8 must include "Temporary or permanent lighting illumination gear associated with the development is not permitted to be visible to motorists using the public highways" to read: During the operation of the Proposed Development no form of external lighting shall be installed within the development unless in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Temporary or permanent lighting illumination gear associated with the development is not permitted to be visible to motorists using the public highways.

Note: It may be beneficial to clarify if any accesses are to be closed off due to the development i.e. are the 4 existing vehicle accesses going to be reduced to 2?

Note: Construction Site & Traffic Management Plan (CSTMP) indicates a route from/to the site from J24 of the A55, it may be a safer solution to restrict all vehicles from the A55 through J27 only? A547 condition and design might need to be reviewed by applicant to confirm best route / carry out risk assessment, there is also a risk that some vehicles may try to use J25 either from A525 or A457. Some large projects design leaflets to issue to all drivers to inform them of exit route as well as an exit poster which the applicant may want to consider and include details of within CSTMP.



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If you have any further queries, please forward to the following Welsh Government Mailbox

[REDACTED]

Yours faithfully

[REDACTED]

Jason Ingram



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