MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/MZ/P/2025/0058	**Your Ref:**	P/2025/0058
Date:	16/04/2025		

TOWN AND COUNTRY PLANNING ACT 1990

RHYDDHAU AMOD 4 (ECOLEG), 5 (ECOLEG) , 6 (BIODDIOGELWCH), 9 (CYNLLUN RHEOLI TRAFFIG ADEILADU) A 10 (BIOAMRYWIAETH) CANIATÂD CYNLLUNIO P/2023/0752 / DISCHARGE OF CONDITIONS 4 (ECOLOGY), 5 (ECOLOGY), 6 (BIOSECURITY), 9 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN) AND 10 (BIODIVERSITY) OF PLANNING PERMISSION P/2023/0752

LAND NORTH OF MAELOR WORKS ACCESS ROADS TO MAELOR GASWORKS CROSS LANES WREXHAM

I refer to your consultation / email dated 27/01/2025 in respect of the above.

The LHA comments on the associated application P/2023/0752 stated that the required Construction Traffic Management plan should include:

- The methodology of laying the cable, the exact route and commitments to safeguard the highway and its users.
- The CTMP should also include the management of works across private land to demonstrate how mud and dust build up on the highway or associated drainage is avoided.
- The authority has concerns over directional drilling in that it does not allow for protection/warning tapes above, it offers no guarantee over exact depth, and there are existing services to be negotiated around. We request the applicant agrees to utilise a trench lay with protection within the highway owned ground.
- The LHA remind the applicant that the cable installation, or indeed any new apparatus is subject to the applications for and the provision of a Section 50 agreement in advance. For this authority to be able to accept privately owned cables within council land or adopted highway, the LHA would need:
    1. Confirmation that all administrative fees and expenses associated with the design, installation and long term maintenance/security of the cable route is assured.
    2. A bond will be required to ensure the interests of the public highway are maintained throughout the completion of works and defects liability period via the S50 agreement.

3. To minimise health and safety risks the applicant should register with a recognised service records company to ensure that the appropriate service records are provided when any standard searches are carried out in the future by potential contractors/applicants proposing to carry out work close to the cable(s). eg Linesearch or similar.
4. Details must be submitted of the proposed installation of the cabling including physical marking on site, possibly via chambers at changes in direction, marker posts etc. These features and the cable(s) must be maintained by the applicant in perpetuity. A marker tape, clay pots or similar visible protection above the cable should be provided.
5. The details provided are indicative, and the exact location must be agreed in writing with the highways department in advance of commencing such works. May we suggest a meeting to walk the proposed route, so we can consider minimising the extent under the highway and relocating parts within the verge.
6. Dimensioned and scaled layouts showing the proposed route must be coordinated with and show other mains services present in the road for review prior to approval and commencement of installation.

The LHA has reviewed the submitted Construction Traffic Management plan and has noted that the proposed cable routing proposes to cross the public highway at Cefn Road, Bedwell Link, Sesswick Way and Bedwell Road, in addition the proposed route crosses a PROW also.

There are no issues with the location of the substation, construction compounds or customer stations proposed.

The information submitted within the CMTP states that the majority of deliveries will be via rigid HGV's and articulated low loader vehicles. The routing to and from the sites will be via the A525 and Sesswick Way and within the site over temporary trackways.

All works will be carried out between 7.30am and 6pm Monday to Friday and 9am to 2pm on Saturdays with no work taking place on Sundays or bank holidays. It is also stated that deliveries would be restricted during peak hour periods of 8-9am and 5-6pm where possible. The proposals constitute 36 (2-way) HGV movements over a 26 week construction period. There will be a booking system in place to manage vehicle deliveries and banksmen will be used to arrange safe exit and entry from the proposed site accesses.

The proposed site arrangements will include wheel washing and routine checks which include road washing where required.

12-16 full time staff are proposed to be on site working during the construction period and details of a travel plan and potential proposals to support car sharing / sustainable travel to and from the site have been detailed, the LHA would recommend a guaranteed lift home from work should be offered to anyone car sharing should they fall Ill and need to be taken home from work.

The LHA would reaffirm the need to engage with WCBC's Traffic and Highway Roadworks team to agree the required traffic management and Section 50 arrangements. The LHA did request plans with details of other services shown, it is noted that this hasn't been provided and should be provided.

It is noted that the CMTP details that a PROW closure for five days may be required and for temporary traffic lights to allow a cut and fill on the public highways listed above and that the proposed works along each stretch of carriageway are detailed to be completed within 2-3 days using a two phase approach to ensure that traffic can continue in both directions albeit with a temporary traffic light arrangement in place.

There are no objections to the discharge of condition 9 Construction Traffic Management Plan on highways grounds. However, the LHA would request that WCBC's PROW officer Sean Hanratty is consulted regarding the proposals.



On behalf of Chief Officer, Environment & Technical