

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/P/2023/0752	Your Ref:	P/2023/0752
Date:	11 March 2024		

TOWN AND COUNTRY PLANNING ACT 1990

GOSOD CEBL FOLTEDD UCHEL WEDI'I GLADDU / INSTALLATION OF BURIED HIGH VOLTAGE CABLE

LAND NORTH OF MAELOR WORKS ACCESS ROADS TO MAELOR GASWORKS CROSS LANES WREXHAM
Grid Ref: E 337281.03 N 348163.27

I refer to your consultation / email dated 21/11/2023 in respect of the above.

We refer to your application 22/11/23 for the above.

Subject to a prestart condition relating to provision of a CTMP and agreement of the technique for installation across and along the highway, we have no objection to the installation of a cable in principle.

The CTMP should include the methodology of laying the cable, the exact route and commitments to safeguard the highway and it's 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.

This 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.

We 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, we 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.*

We request a meeting on site with the applicant, and ask this response be attached as an Advisory Note to any approval.

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 asked 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 from 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.

A handwritten signature in black ink, appearing to read 'R. Hawley', is positioned above the title. The signature is fluid and cursive.

Chief Officer, Environment & Technical