MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Philip Mullineux
Our Ref:	ET/DC/AO/P/2026/0054	**Your Ref:**	P/2026/0054
Date:	02/04/2026		

TOWN AND COUNTRY PLANNING ACT 1990

P/2026/0054 KRONOSPAN LTD, HOLYHEAD ROAD, CHIRK, WREXHAM, LL14 5NT

INSTALLATION OF TWO 132KV CIRCUITS, TWO FIBRE CABLES AND TWO CABLE SEALING END PLATFORMS

The Local Highway Authority (LHA) understands this application is for the installation of two 132kV circuits and two fibre cables between the existing Scottish Power Energy Networks (SPEN) Legacy to Oswestry 132kV wood pole overhead line and the Kronospan 132kV substation (the latter approved under planning permission P/2022/1080).

Three core cable routes have been identified by Kronospan as the most viable highway routes which would enable the separation distances described above to be implemented; these cable routes are summarised as follows:

- (Red) Cable Route 1 (approximately 4.4km long) – 132kV single circuit cables and one fibre cable.
- (Green) Cable Route 2 (approximately 4.8km long) – 132kV single circuit cables.
- (Orange) Fibre Cable Route (approximately 3.3km long) – one fibre cable.

The majority of the cable installation is proposed to take place in the existing highway, with the cable located in a trench located in the highway corridor, position under the carriageway surface.

The applicant has provisionally discussed the feasibility of the identified cable routes with WCBC and undertaken further correspondence with WCBC via the pre-application advice process. The LHA understands that as part of this pre-application advice, it was required that any application include discussion of the traffic management requirements with the WCBC Network Manager. Whilst some discussions have taken place, these have not covered some of the more specific aspects – such as traffic management proposals, road closures or diversions. Given the significance of the proposals and the potential network impact, ongoing engagement with Jamie Edge (Network Manager) will be required. Whilst the Highway Development Control process reviews and agrees the principle of applications, a proposal such as this must have approval from the Network Manager before determination.

Having reviewed the information submitted, the LHA have the following comments:

Cable Trenching: High level details are provided indicating the proposed approach, with commentary that detailed proposals will be addressed by condition. Given the significance of the proposals and the proposed construction period (c.12-months) the potential impact on highway

operation, highway users and local residents and also emergency services, the LHA will require details of the works, how they will be managed and what mitigation measures will be put in place **prior to determination** (especially as this is a full planning application and not outline).

The information submitted provides a high level overview but this does not address or provide suitable detail across a number key themes or points. The LHA will need suitable information to be provided to clarify:

Detailed works plans will be needed to show the sequenced phasing of works, with associated timescales. The information suggests a 'rolling' trenching operation, but no details appear to be present indicating what this means – an indication of likely X metres per day, will be helpful to understand and put in context the likely impact.

Details will be needed of how the trenching work will interface with side roads and demonstrate how side road access will be maintained – or not, as a result of works and what mitigation measures are proposed. Details will be needed of how access to premises will be managed.

Details will be required of how interfaces with bus stops will be managed / bus services affected, where the 'rolling' works area interface with a bus stop. Similarly, details will need to be provided of how Refuse Collection Vehicle Access (RCV) will be managed where conflict exists with the rolling trenching works. access be maintained. Details will be needed to identify how access to schools will be maintained.

It is not clear from the information provided if / where footways and / or pedestrian crossings may need to be closed to accommodate the works. If this is the case, this must be highlighted and suitable footway diversions put in place.

No detail is provided on how long road closures and associated diversions will be in place for. For the quieter back lanes, detail will be needed to demonstrate how access to properties within the closures will be maintained and how farm / field access be managed? Details will be needed to demonstrate how emergency vehicle access and refuse collection access will be maintained. The applicant should note that temporary road closures will require a Temporary Traffic Regulation Order (TTRO) which involves c.12-week application and processing period (hence why engagement with the Network Management Team is required).

Where roads are proposed to be closed, at the point of closure provision must be made / be present for vehicles to turn-back within the adopted highway. The diversion plans appear to show a number of locations reliant on 3rd party land for turning at the closure point, this is not acceptable. Therefore the closure sections will need to be re-configured. Highway adoption records should be checked and used in this regard.

Reference is made to 'mini-busing' workers in to the trenching sites. Where will staff park before being bused in and how will this be managed? The CTMP makes reference to vehicle movements associated with the Trenching works – but it is unclear if these per hour / per day, nor is it specified for how many days this would be. More information is needed in this regard.

Works Compounds

For work compounds 1 and 2 off Holyhead Road, as the highway connection to/from Holyhead Road allows only single vehicle movements, a detailed method statement must be provided to identify how the interface between incoming and outgoing vehicles will me managed to ensure no blocking of Holyhead Road.

For the central compound (2), the interface with the residential property (Bryn Hyfryd) will also need to be detailed.

The swept-paths for compounds 1 and 2 only include a rigid HGV, rather than the articulated HGV assumed for compound 3. The rigid HGV swept-path is very tight at both locations, so presumably an articulated HGV could not be accommodated. If this is the case how will these accesses be managed to prevent an articulated HGV trying to access?

The swept-paths for the central compound 3 show over-run of kerbs by the left turning articulated vehicle at the point of the footway joining the highway. No right turn out is shown here, yet the other two compounds show all movements by construction vehicles.

The access roads to Compounds 1 and 2 are currently minor connections. Given the construction traffic will intensify usage, visibility splays must be provided to demonstrate safe and suitable access can be achieved at these locations.

Lay down / Reception Sites
Details will need to be provided of how these will operate, as this is currently not clear. How many staff will be based at these locations. How many vehicle movements will be involved. How will staff parking be accommodated (this must not be allowed on highway).

Visibility splays and access drawings will be needed together with swept-paths to demonstrate access to these laydown areas is workable. Anecdotal information suggests the three lay down areas are often very wet. Consideration will be needed on how mud transfer onto the highway will be prevented (where relevant - given one is on a farm track). The CTMP makes reference to dust management but not mud management. Moreover the dust management refers to dampening down to control dust – but this will result in more mud.

The laydown site on Colliery Road / Ffordd Y Glofa appears to be located in the highway verge. This will need to be confirmed and any temporary closures secured.

The applicant should also note that given the nature of the works to and on the highway, detailed dilapidation surveys will be required pre and post construction.

Summary
Whilst the LHA does not object to Construction Traffic Management Plan(s) being agreed by condition, as some details will only be available closer to construction, as much as practically possible of the works plans and processes must be agreed prior to determination. In the current form the CTMP and works proposals do not provide sufficient detail to allow the LHA to agree to the application.



On behalf of the Chief Officer, Environment & Technical