Kronospan 132kV Cable Installation

Highways Technical Note 02

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

Response to Highways Comments

Prepared for: Kronospan Limited

May 2026

5185-HTN02

1.0 INTRODUCTION

1.1 Purpose of this Report

1.1.1 The purpose of this Highways Technical Note (HTN02) is to inform Wrexham County Borough Council (WCBC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related matters associated with the Proposed Development (WCBC planning reference P/2026/0054) in response to a consultation response issued by WCBC Environment and Technical Team dated 02 April 2026.

1.1.2 A full copy of the WCBC Environment and Technical Team consultation response is provided at **Appendix A** at the end of this HTN02.

1.1.3 The comments received have been addressed with this HTN02 in the order in which they were received (within the WCBC Environment and Technical Team consultation response), to assist ease of reference and review.

1.2 Status of the Principal Contactor

1.2.1 It should be noted that the Applicant has not yet appointed a Principal Contractor (PC) – the PC tender process is underway with an appointment expected in June 2026.

1.2.2 At the Teams meeting held with WCBC (Planning, and Environment and Technical) on 23 April 2026, Excalon Limited (Excalon) was also present to provide an overview of how the cables would likely be installed; Excalon has also contributed to the production of this HTN02 (see **Section 2.0** below).

1.2.3 Notwithstanding the above, it should be noted that Excalon is not the appointed PC and its advice/responses should be viewed as such. Upon the appointment of the PC, there may be variations in the detailed installation methodology and associated traffic management measures. This approach (appointment of PC after any granting of planning permission) is typical for construction projects, particularly larger construction projects.

1.2.4 For cable installation projects where the majority of the installation works would be in the public highway, the detailed installation methodology and associated traffic management measures is primarily agreed and managed via separate applications (made by the appointed PC) under Section 50 (Street Works Licences) of the New Roads and Street Works Act 1991 (NRSWA). This approach was accepted by WCBC during the Teams meeting held on 23 April 2026. However, notwithstanding this, the information provided in this HTN02 provides further information in response to the WCBC Environment and Technical Team consultation response dated 02 April 2026.

2.0 CABLE TRENCHING

2.1 WCBC Comments

'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.'

2.1.1 The following clarifications and commitments are provided.

2.2 Detailed Works Plans

Overview

2.2.1 Three core cable routes are proposed as follows:

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

2.2.2 It should be noted that the Red Cable Route 1 and Green Cable Route 2 (hereafter referred to as the 'South Route') would be installed in the same trench for the majority of their route, only separating on the immediate approach to the existing Legacy to Oswestry 132kV overhead line. The Orange Fibre Cable Route (hereafter referred to as the 'North Route' is completely separate.

2.2.3 An indicative (Excalon) construction programme is provided at **Appendix B**. As stated above, it should be noted that this is not the confirmed programme as Excalon is not the appointed PC); however, it does provide a clear breakdown of the key installation activities, durations, and the inter-relationships between them.

Excavation, Ducting, Backfill, and Reinstatement

2.2.4 The cable trenches would be excavated, ducted, backfilled, and then reinstated (in that order) using a 'rolling work area' with each 'rolling work area section' approximately 30m long, as set out below:

i) 'Front 30m section – excavation.
ii) Next 30m section – ducting.
iii) Next 30m section – backfill.
iv) Next 30m section – reinstatement.

2.2.5 The excavation team may be another 'section' ahead to ensure that the following (ducting) team does not catch up; this would ensure a smooth rolling work area. As such, there would likely be 120m – 150m section of the public highway excavated at any one time, necessitating an approximate 200m road closure.

2.2.6 The above would be undertaken using two separate installation teams – one for the North Route and a separate team for the South Route. The two installation teams would commence at the same time to ensure the installation works would be undertaken simultaneously. The installation works would be likely to commence at the site of the proposed Kronospan 132kV substation and head (generally) east towards the connection points at the existing Legacy to Oswestry 132kV overhead line.

2.2.7 The precise number of gangs would be subject to appointment of the PC and may be subject to change dependent on detailed installation methodology.

2.2.8 The Applicant has prepared a map at **Appendix C** which provides a high-level interpretation of the Excalon construction programme provided at **Appendix B** with respect the likely durations of the proposed excavation, ducting, backfilling and reinstatement works. As an example, the works on the South Route between the proposed Kronospan 132kV substation and the intersection of the B5070 and Colliery Road (1.25km stretch) would take approximately 44 days.

2.2.9 Photographs of typical (Excalon) cable excavation working areas and associated traffic management are provided at **Inset 2.1** below.

Inset 2.1 - Photographs of Typical Cable Excavation Working Area







Joint Bays and Cable Pulling

2.2.10 132kV cable joint bays would be required at maximum 750m intervals; fibre cable joint bays would be required at maximum 480m intervals.

2.2.11 The joint bays would be constructed after excavation, ducting, backfill and reinstatement works described above are completed. The first three joint bays would be completed, after which cable pulling (installing the cables in the ducts between each joint bay) would begin between the first two joint bays, while construction of the remaining joint bays continues ahead. As such, the cable pulling and the joint bay construction would predominately be undertaken simultaneously, with the latter always 'ahead' of the former.

2.3 Interface with Side Roads and Access

2.3.1 Side roads will be managed to maintain access via a road diversion and/or the use of steel plates where suitable. Steel plates would be used to enable side road users to access and egress over the cable trench in scenarios where access and egress is otherwise blocked.

2.3.2 Access to individual premises would be assessed by the PC on an individual basis; the works teams would also have open communication with individuals, and where necessary, arrange the best time(s) to cross access points to minimise disruption.

2.4 Bus Stops and RCV Access

2.4.1 Where access to bus stops would be affected, the PC would install temporary bus stops in liaison with the LHA via the NRSWA Section 50 process.

2.4.2 Where RCV access would be affected, the works teams would move bins to an access point and return them to the properties when they have been emptied as standard

2.5 Footways and Pedestrian Crossings

General

2.5.1 As the works would be predominately within the public highway (with some works within neighbouring fields), it is not expected that footway and pedestrian crossings would be routinely required. However, where the works would be in close proximity footways or pedestrian crossings, diversions may be required; these will be confirmed by the PC and agreed via the NRSWA Section 50 process.

Public Rights of Way

2.5.2 The proposed cable routes would likely interact with the following Public Rights of Way (PRoW):

i) CHI/9 (adjacent Windy Ridge on the approach to Forge Farm).
ii) CHI/7 (on the approach to the existing Legacy/Oswestry 132kV overhead line).

2.5.3 Temporary diversions may be required to enable continued access of these PRoW. There is also the potential for access to be provided by the works teams depending on the nature of the works at that time and provided access can be enabled in a safe manner. The above would be confirmed by the PC and agreed via the NRSWA Section 50 process.

2.6 Road Closures, Diversions and Access

Overview

2.6.1 High-level traffic management (closures and diversions) have been provided by Excalon at Appendix A of the Highways Technical Note (HTN01) (Technical Appendix 8). These are indicative and provided for informative purposes only; the detailed traffic management measures would be confirmed by the PC and agreed via the NRSWA Section 50 process.

2.6.2 Road closures and diversions would only apply to discrete sections of road directly affected by the relevant works. In the worst case, one discrete section of the North Route and a separate discrete section of the South Route could be closed at the same time during excavation, ducting, backfilling, reinstatement, or horizontal directional drilling (HDD) works. However, closures would not cover the entire length of either route. Separate closures and diversions would likely be required for joint bays and cable jointing works.

2.6.3 The longest road closures are likely to be those associated with the HDD locations (1 - beneath the A483, 2 - beneath the tunnel at Brynkinalt, and 3 - beneath the culvert further east on Pont y Blew) where closure and diversion durations are expected to be between 60 and 90 days. However, HDD durations will vary due to the different complexities of the drilling operations and locations.

2.6.4 See **Section 2.3** above which provides outline details regarding access to side roads (approach also applicable for individual property access).

Forge Farm

2.6.5 Arrangements, including access constraints and mitigation measures, have been discussed and agreed in principle with the farm owner during a meeting held at Forge Farm in December 2025.

2.6.6 Throughout the works, alternative access to the farm would be maintained via Rhyn Lane, which is suitable for non-articulated milk tankers and general farm traffic. Where access constraints affect essential agricultural operations, the Applicant would provide appropriate contractual and logistical support to ensure continuity of critical farm activities for the duration of the works.

Halton Farm

2.6.7 At Halton Farm, the highway is wider (than at Forge Farm) and there is a single fibre cable proposed to be installed (as opposed to 2 x 132kV single circuits and 1 x fibre cable at Forge Farm). There is also no HDD works proposed along the fibre cable route to the north. As such, the working area for the fibre cable route is significantly narrower, enabling traffic management procedures to be implemented that would enable access.

2.6.8 Arrangements, including access constraints and mitigation measures, have been discussed and agreed in principle with the farm owner during a meeting held at Forge Farm in February 2026. A summary of the main discussion points is set out below:

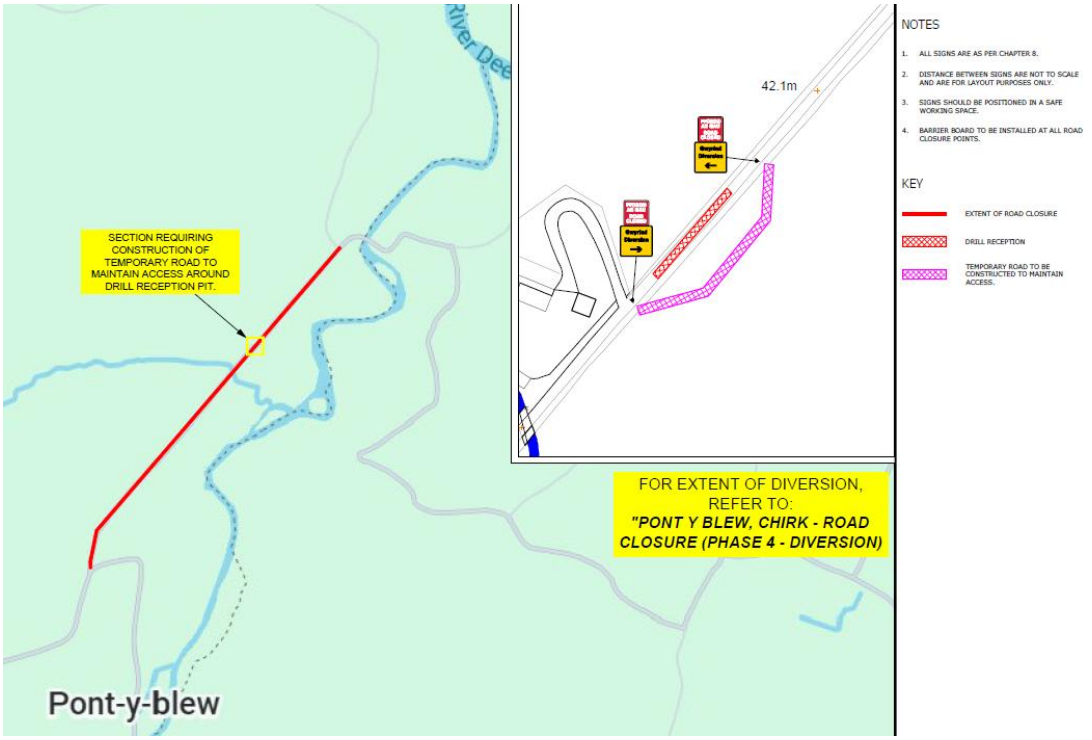
i) Lane through Halton Farm down to point of connection (POC) (at existing Legacy to Oswestry 132kV overhead line) – work activities preferable to be carried out at night and during the winter so as to allow access to fields.
ii) Milking takes place daily 05.00 to 08.00 and again 15.00 to 17.30. Milk tanker 17.30 to 18.30. Provision to be made for milking and tanker activities.
iii) Provision to be made for access at all times to fields for horse training activities.
iv) Provision to be made for access to caravan field from March through to October.
v) Measures to be put in place to ensure protection of field at both POCs.
vi) Monthly testing for TB in cattle to be considered.
vii) Request for fence around POCs.

HDD 3 – Culvert at Pont y Blew

2.6.9 To ensure access can be maintained at the location of the proposed HDD works at the culvert on Pont y Blew, a temporary access road is proposed in the adjacent field; an indicative arrangement for this is provided at **Inset 2.2** below. This is provisionally agreed between the Applicant and the landowner.

2.6.10 The works teams would undertake ongoing communication with residents to manage changes to schedules and assist in any access and egress requirements.

Inset 2.2 – Proposed Temporary Access Road at HDD 3



2.6.11 As the proposed temporary access road would be outside the red line boundary, the works would be undertaken under Schedule 2, Part 4 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended). The temporary works would be subject to the same environmental obligations and commitments as the main installation works within the red line boundary e.g. implementation of Ecological Clerk of Works (ECoW), hedgerow and habitat replacement.

2.6.12 The above mitigation (temporary access using an adjacent field – subject to landowner agreement) could be implemented in other locations where access is more severely restricted. This would be discussed and agreed with WCBC and the relevant landowner prior to any undertaking.

2.6.13 It should be noted that the above is subject to appointment of the PC and their detailed installation methodology.

2.7 Turning

2.7.1 Typical traffic management measures include warning signs prior to and on the approach to a closure and diversion point.

2.7.2 The PC (via the NRSWA Section 50 process) will review the proposed road closures to ensure turning points at the point of closure are accessible using the public highway.

2.8 Staff Numbers, Travel, and Parking

2.8.1 An estimate of staff numbers during the installation works is provided at Planning Statement Appendix L. Estimated construction employees are as follows:

i) Pre-start preparation – 20
ii) Pre-construction – 8
iii) Mobilisation – 8
iv) Trench excavation and HDD – 24
v) Joint bays and cable jointing – 30
vi) Cable pulling – 20
vii) Testing – 6
viii) Switchworks and commissioning – 6
ix) Demobilisation – 8

2.8.2 The reference to mini-bussing workers to construction working areas could not be found in the planning documents. However, due to the linear and dynamic nature of the installation works mini-bussing would not be a practical measure; personnel vans would likely use the main construction compounds in the first instance and then travel to the working areas as required (together with other vehicles, plant and machinery as required).

2.8.3 Parking provision at the working areas would be within the construction laydown and reception sites. Where there is sufficient space (notably where the public highway is two lanes), parking would also be possible within the public highway that would be subject to temporary closure, with barrier and/or cone-controlled access and egress.

2.9 Working Hours

2.9.1 Construction activities would generally be limited to 07:30hrs to 18:00hrs Monday to Friday and 08:00hrs to 14:00hrs on Saturday. No construction work is planned on Sundays or Bank Holidays, however, there may be occasions when construction would need to be undertaken outside of the core hours, for example, to enable the completion of an HDD operation.

2.9.2 HGV movements would not be permitted outside the hours outlined above without prior agreement from WCBC. These matters would be controlled through a Construction Traffic Management Plan (CTMP) which is expected to be a planning condition.

2.9.3 The Applicant is open to undertaking a combination of a) off-peak working, b) night-time working, and c) weekend working as required; it is expected that such working hours would be more likely to be applied in locations east of the A5/A483 where the public highway is single lane only. Working hours (including any special measures in specific locations) will be confirmed by the PC and agreed via the NRSWA Section 50 process.

3.0 WORKS COMPOUNDS

3.1 WCBC Comments

'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.'

3.1.1 The following clarifications and commitments are provided.

3.2 Single Vehicle Movements – Holyhead Road Access (Compounds 1 and 2)

3.2.1 It is confirmed that these accesses will operate on a single-vehicle basis. This will be managed through a defined logistics strategy as follows:

i) A pre-booked delivery system will be implemented, with allocated time slots to prevent vehicle conflict.

ii) No waiting on Holyhead Road will be permitted; all vehicles will be held off-site until called forward.

iii) Banksmen will be present at the access points during all HGV movements to coordinate entry/exit.

iv) A one-way working protocol within each compound will be adopted to avoid internal conflicts and ensure vehicles can enter and exit in a forward gear where practicable.

3.2.2 These principles will form part of the CTMP which is expected to be a planning condition; however, the above confirms that a robust and deliverable solution has been established.

3.3 Interface with Bryn Hyfryd (Compound 2)

3.3.1 The Applicant notes the proximity of Compound 2 to the residential property known as Bryn Hyfryd. However, it is important to recognise that this access is pre-existing and currently in regular use by operational vehicles, including those associated with Welsh Water accessing the water treatment works further along the lane.

3.3.2 Furthermore, Bryn Hyfryd benefits from direct access onto Hollyhead Road, and is therefore not solely reliant on the shared access serving the compound.

3.3.3 As such, the principle of vehicular activity and its relationship with the adjacent property is already established.

3.3.4 Notwithstanding this, the operation of Compound 2 during the construction phase will be managed to ensure impacts are minimised:

i) Vehicle movements will be pre-booked and controlled, limiting intensity and avoiding peak periods where practicable.

ii) On-site management (including banksmen where required) will ensure safe and orderly vehicle movements.

iii) All loading, unloading, and turning will be undertaken within the compound, avoiding unnecessary activity along the shared access.

iv) Construction activities will adhere to agreed working hours.

3.3.5 Given the established use of the access, the availability of an alternative direct access to Holyhead Road, and the managed, temporary nature of construction traffic, it is considered that the relationship with Bryn Hyfryd will remain acceptable, with no requirement for additional physical mitigation.

3.4 Use of Rigid vs Articulated HGVs (Compounds 1 and 2)

3.4.1 It is confirmed that Compounds 1 and 2 will be served by rigid HGVs only. Articulated vehicles will not access these compounds.

3.4.2 To ensure this is enforceable:

i) Delivery specifications issued to contractors will restrict vehicle types.
ii) All deliveries will be pre-approved and booked, with vehicle type confirmed in advance.
iii) Routing plans and signage will direct articulated HGVs exclusively to Compound 3.
iv) Any non-compliant vehicles will be refused entry and redirected.

3.4.3 The swept path drawings are therefore considered appropriate and robust for the intended operation.

3.5 Swept Path and Kerb Overrun (Compound 3)

3.5.1 The Applicant notes the comments regarding the swept path analysis for Compound 3.

3.5.2 It is important to highlight that this access comprises the main access to the existing Kronospan Facility, which has been purpose-built to accommodate regular articulated HGV movements associated with the existing industrial operations. As such, the suitability of this access for large vehicles is well established in practice.

3.5.3 The submitted tracking demonstrates that articulated vehicles can enter the compound, with only minor kerb overrun occurring at low speeds. In the context of an access specifically designed for HGV use, this level of overrun is not unusual and does not give rise to a highway safety concern.

3.5.4 The swept path analysis is intended to provide an indicative assessment of vehicle movements and represents a robust worst-case scenario. In practice, vehicle tracking is influenced by driver behaviour and site conditions, and the level of kerb overrun shown is not uncommon in such assessments.

3.5.5 It is also relevant that HGV drivers accessing the site are appropriately trained and experienced in manoeuvring large vehicles within constrained environments, particularly at established industrial accesses such as this.

3.5.6 It is further confirmed that no right-turn movements are proposed or required. All HGV movements will be directed to and from the northbound direction only, with no routing via the south. This reflects the operational routing strategy, as the southern route leads towards the village of Chirk and is not appropriate for HGV distribution purposes.

3.5.7 Notwithstanding this, the operation of the access will not rely solely on driver behaviour. Movements will be undertaken at low speeds and, where necessary, under banksman supervision, ensuring that vehicles are guided safely and that any potential for kerb overrun is minimised in practice.

Additional Management measures will include:

i) Banksman supervision during HGV turning manoeuvres where necessary.
ii) A defined routing strategy, including right-in / left-out operation.
iii) Low-speed, controlled vehicle movements at the point of access.

3.5.8 Given the established function of this access and its regular use by articulated HGVs, together with the managed nature of construction traffic, it is considered that the proposed arrangements are robust and that no material highway safety issues arise.

3.6 Intensification of Use and Visibility Splays (Compounds 1 and 2)

3.6.1 The applicant acknowledges that construction activity will increase use of the existing access points for a temporary period of time.

3.6.2 In relation to visibility, it is important to clarify that visibility splays have already been provided within the submitted drawings contained within Appendix C of HTN01. These demonstrate that appropriate visibility can be achieved in accordance with the requirements of the existing highway environment.

3.6.3 Whilst these are established points of access, visibility for Compound 3 (Holyhead Road / Kronospan main access) is illustrated on Drawing No. 5185-D03 (Appendix C of HTN01) and is shown to be in accordance with the 30mph posted speed limit, and consistent with paragraph 7.5 of Manual for Streets (MfS), providing 2.4m x 42.88m visibility splays.

3.6.4 For Compound 2 (Welsh Water access road), visibility is illustrated on Drawing No. 5185-D05 (Appendix C of HTN01), which also demonstrates compliance with the 30mph posted speed limit and relevant MfS guidance.

3.6.5 As such, the submitted technical information already demonstrates that suitable visibility is achievable across all access points.

3.6.6 Notwithstanding this, the applicant confirms the following additional measures to ensure safe operation during the construction phase:

i) Visibility splays will be maintained for the duration of the works, with any vegetation management undertaken as required;
ii) Minor localised clearance works will be undertaken where necessary to ensure splays remain unobstructed; and
iii) Construction traffic will be managed in accordance with a controlled CTMP framework, limiting conflict at the access points.

3.6.7 Given the temporary nature of the works, the established use of these access points, and the provision of demonstrated visibility splays in accordance with MfS, it is considered that safe and suitable access can be achieved without the need for further physical highway works.

4.0 LAYDOWN / RECEPTION SITES

4.1 WCBC Comments

'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.'

4.1.1 The following clarifications and commitments are provided.

4.2 Use

4.2.1 The construction compounds would likely be used as follows:

i) Main Construction Compound 1 (Afon Bradley Farm)
- Duct and fencing storage.

ii) Main Construction Compound 2 (Kronospan Central)
- Main offices, welfare, parking and materials.
- Photograph of (Excalon) typical compound staff welfare and offices arrangement is shown at **Inset 4.1** below – exact arrangement is subject to appointment of the PC.

iii) Main Construction Compound 3 (Kronospan Lorry Park)
- Cable storage.

iv) HDD 1 (A483) Compound in Field adjacent the A5

- Welfare, site offices, parking and materials associated with all three HDD works.

v) HDD 2 (Brynkinalt Tunnel) Compound

- The HDD 1 Compound would be used for welfare, site offices, parking and materials.
- The rig up compound area would be within the carriageway west of the crossing.

vi) HDD 3 (Culvert at Pont y Blew) Compound

- The HDD 1 Compound would be used for welfare, site offices, parking and materials.
- The rig up compound area would be within the carriageway southwest of the crossing.

vii) Overhead Line Working Areas

- Working and laydown areas proposed in the fields on the approach to the existing Legacy to Oswestry 132kV overhead line.
- The laydown areas would be used for welfare, site offices, parking and materials.

Inset 4.1 – Typical Compound Staff Welfare and Offices



4.3 Visibility, Access and Swept Path

4.3.1 Visibility splay and swept path information for Main Construction Compounds 1 – 3 is provided with the planning application, with further clarification provided at **Section 3.0** above.

4.3.2 Additional visibility splay and swept paths have been provided (see **Appendix D**) for the HDD 1 (A483) compound and the overhead line working areas; these demonstrate the maximum size of vehicle that can safely access, turn, and egress using the existing, proposed and amended gated access points from the public highway.

4.4 Mud and Dust Management

Dust

4.4.1 Dust suppression measures are set out at **Section 3.4** of the Framework Construction Environmental Management Plan (CEMP). With respect laydown and reception sites, it is expected that dust suppression measures would predominately be relevant during dry weather conditions at Main Construction Compounds 1 – 3 given they are existing areas of hardstanding.

Mud

4.4.2 With respect to the potential for mud transfer onto the public highway, the most effective measure is the implementation of wheel washes at appropriate locations. **Section 3.4** of the Framework CEMP states that wheel wash facilities would be provided as required. Such measures would be relevant during both dry and wet (particularly the latter) weather conditions at the laydown and reception sites along the cable routes and as such would be implemented.

4.4.3 However, such measures may also be required at Main Construction Compounds 1 and 2 given the nature of the existing single lane accesses (Afon Bradley Farm is more of a track already susceptible to mud transfer) with grass/hedgerow verges immediately adjacent. As such, wheel wash facilities would be provided at Main Construction Compounds 1 and 2.

4.5 Colliery Road

4.5.1 The proposed horizontal directional drilling (HDD) laydown area (for HDD beneath the A483) is located within the highway verge. Appropriate traffic management measures for this location would be provided as part of the NRSWA Section 50 process.

4.6 Detailed Dilapidation Surveys

4.6.1 The requirement for detailed highway condition surveys is noted and agreed. It is expected that such a requirement can be secured via pre-commencement planning condition.

5.0 CONCLUSION

5.1.1 The Applicant has provided a clear framework for how all identified highway matters will be safely and effectively managed, with sufficient detail to demonstrate deliverability at this stage.

5.1.2 It is therefore considered that the proposals comply with the requirement to ensure safe and suitable access, with no unacceptable impact on highway operation. Any remaining detailed elements can reasonably be secured through:

i) Planning Conditions e.g. CTMP, dilapidation surveys etc.
ii) Applications under Section 50 of the NRSWA with respect detailed arrangements for working in the public highway.

Appendix A – Highways Response (02 April 2026)

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.

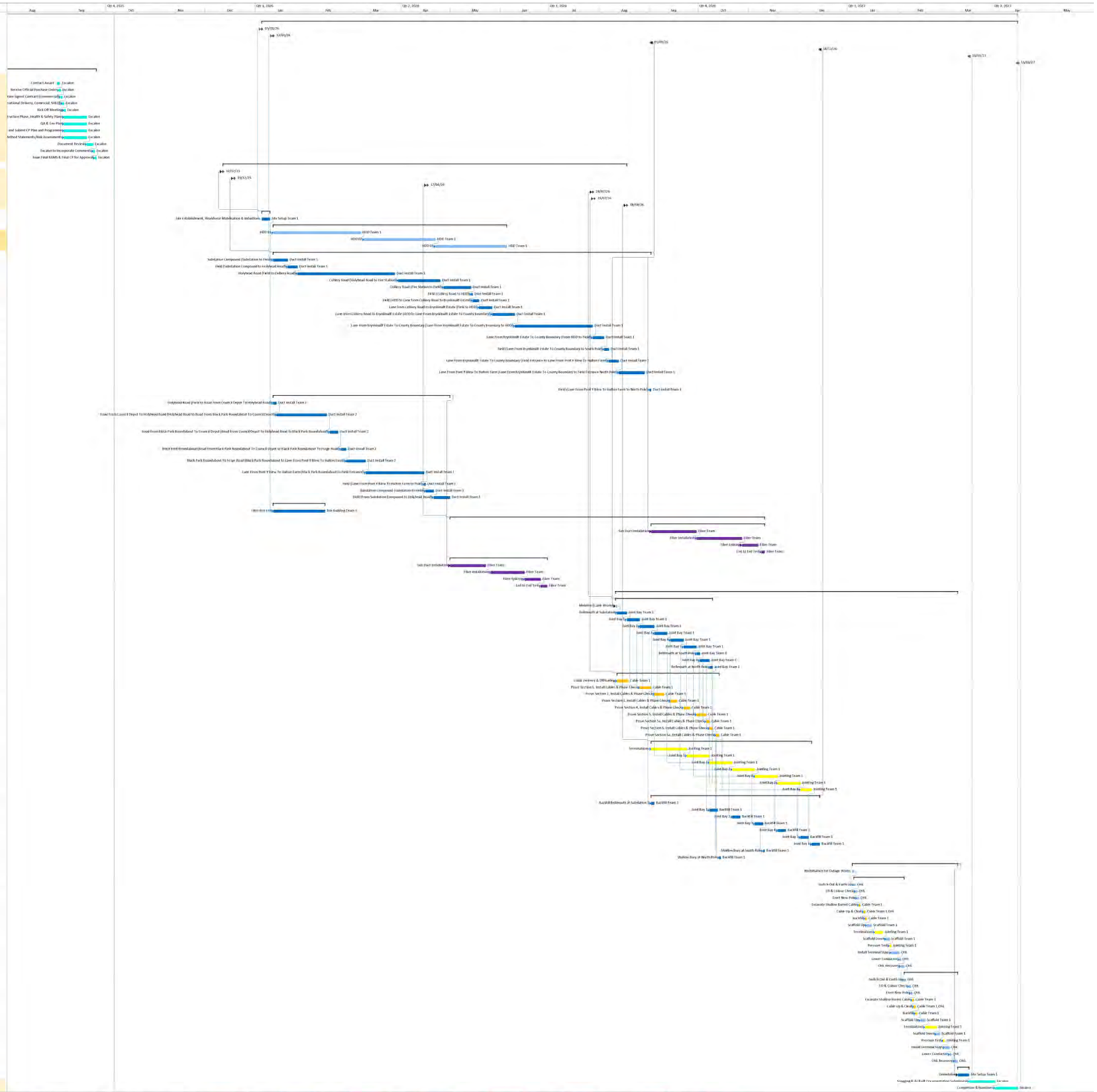
Summary
Whilst the LHA does not object to Construction Traffic Management Plan(s) being agreed by condition, as some details will only be available closer to construction, as much as practically possible of the works plans and processes must be agreed prior to determination. In the current form the CTMP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

Appendix B – Indicative Programme (project form)

ID	Task Mode	Task Name	Notes	Duration	Start	Finish	Predecessors	Successors	Resource Names	Length	Material	Civil Teams	Cable Teams	Jointing Teams	Testing Team	Fibre Team	% Complete
0		**Kronegan 132kV**		**435 days**	**Fri 18/07/25**	**Thu 15/04/27**						No	No	No	No	No	**0%**
1		**Milestones & Key Dates**		**321 days**	**Mon 01/01/26**	**Thu 15/04/27**						Yes	No	Yes	Yes	Yes	**0%**
2		Mobilisation to Site		0 days	Mon 05/01/26	Mon 05/01/26	3035					No	No	No	No	No	0%
3		Commencement of Works on Site		0 days	Mon 12/01/26	Mon 12/01/26	3036					No	No	No	No	No	0%
4		Duct Installation Complete		0 days	Tue 01/09/26	Tue 01/09/26	3105					No	No	No	No	No	0%
5		Joint Bay Works Complete		0 days	Mon 14/12/26	Mon 14/12/26	3349+					No	No	No	No	No	0%
6		Demobilisation from Site		0 days	Tue 16/02/27	Tue 16/02/27	3430					No	No	No	No	No	0%
7		Completion & Issue of Final File		0 days	Thu 15/04/27	Thu 15/04/27	3435					No	No	No	No	No	0%
8		**Project Initialisation**		**49 days**	**Fri 18/07/25**	**Wed 24/09/25**						**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**0%**
9		Tender Submission		1 day	Fri 18/07/25	Fri 18/07/25			Excalibur			No	No	No	No	No	0%
10		Contract Award		1 day	Mon 01/09/25	Mon 01/09/25		11	Excalibur			No	No	No	No	No	0%
11		Receive Official Purchase Orders		1 day	Tue 02/09/25	Tue 02/09/25	10	21	Excalibur			No	Yes	No	No	No	0%
12		Return Signed Contract (Commercial)		1 day	03/09/25	03/09/25	11	13	Excalibur			No	No	No	No	No	0%
13		Internal Handover (Operational Delivery, Commercial, SHEQ)		1 day	Thu 04/09/25	Thu 04/09/25	12	14,15,16,17,18	Excalibur			No	No	No	No	No	0%
14		Kick-Off Meeting		1 day	Fri 05/09/25	Fri 05/09/25	13		Excalibur			No	No	No	No	No	0%
15		Construction Phase, Health & Safety Plans		10 days	Fri 05/09/25	Thu 18/09/25	13		Excalibur			No	No	No	No	No	0%
16		QA/E Env Plan		10 days	Fri 05/09/25	Thu 18/09/25	13		Excalibur			No	No	No	No	No	0%
17		Prepare and Submit CP Plan and Programme		10 days	Fri 05/09/25	Thu 18/09/25	13		Excalibur			No	No	No	No	No	0%
18		Prepare & Submit Method Statements/Risk Assessments		10 days	Fri 05/09/25	Thu 18/09/25	13	19	Excalibur			No	No	No	No	No	0%
19		Document Review		2 days	Fri 19/09/25	Mon 22/09/25	18	20	Excalibur			No	No	No	No	No	0%
20		Escalate to Incorporate Comments		1 day	Tue 23/09/25	Tue 23/09/25	19	21	Excalibur			No	No	No	No	No	0%
21		Issue Final RAMS & Final CP for Approval		1 day	Wed 24/09/25	Wed 24/09/25	20		Excalibur			No	No	No	No	No	0%
22		**Project RAMS**		**167 days**	**Fri 12/12/25**	**Tue 18/08/26**						**No**	**No**	**No**	**No**	**No**	**0%**
23		Pre-Construction Works & Site Setup		0 days	Fri 12/12/25	Fri 12/12/25	2995.2 wks		Project Manager			No	No	No	No	No	0%
24		Trench Excavation & Duct Installation		0 days	Fri 19/12/25	Fri 19/12/25	1556.2 wks		Project Manager			No	No	No	No	No	0%
25		Sub-Duct & Fibre		0 days	Fri 27/04/26	Fri 27/04/26	4293.2 wks		Project Manager			No	No	Yes	No	No	0%
26		Joint Bay Excavation		0 days	Tue 28/07/26	Tue 28/07/26	7263.2 wks		Project Manager			No	No	No	No	No	0%
27		Duct Proving & Cable Installation		0 days	Wed 29/09/26	Wed 29/09/26	8605.2 wks		Project Manager			No	No	No	No	No	0%
28		Jointing & Sheath Testing		0 days	Tue 18/08/26	Tue 18/08/26	9616.2 wks		Project Manager			No	No	No	No	No	0%
29		**Pre-Construction Works & Site Setup**		**5 days**	**Mon 05/01/26**	**Fri 09/01/26**		**2350.2 wks**				**No**	**No**	**No**	**No**	**No**	**0%**
30		Site Establishment, Workforce Mobilisation & Inductions		5 days	Mon 05/01/26	Fri 09/01/26		295,36,32,1232	Site Setup Team 1			Yes	No	No	No	No	0%
31		**HDD Works**		**100 days**	**Mon 12/01/26**	**Thu 04/06/26**						**Yes**	**No**	**Yes**	**Yes**	**Yes**	**0%**
32		HDD 01C		40 days	Mon 12/01/26	Fri 06/02/26	33	53	HDD Team 1	531m		No	No	No	No	No	0%
33		HDD 02		50 days	Mon 09/02/26	Tue 21/04/26	32	54	HDD Team 1	1324m		No	No	No	No	No	0%
34		HDD 03		10 days	Wed 22/04/26	Thu 04/06/26	33		HDD Team 1	1324m		No	No	No	No	No	0%
35		**Trench Excavation & Duct Installation (x2 Power & x1 Fibre)**		**162 days**	**Mon 12/01/26**	**Tue 01/09/26**		**491,2455.2 wks,2970.1**				**No**	**No**	**Yes**	**No**	**No**	**0%**
36		Substation Compound (Substation to Field)		7 days	Mon 12/01/26	Tue 20/01/26	102	37,106	Duct Install Team 1	15m		Yes	No	No	No	No	0%
37		Field (Substation Compound) to Holyhead Road		8 days	Wed 21/01/26	Mon 26/01/26	36	38	Duct Install Team 1	157m		Yes	No	No	No	No	0%
38		Holyhead Road (Field to Colliery Road)		44 days	Tue 27/01/26	Fri 27/03/26	37	39	Duct Install Team 1	3148m		Yes	No	No	No	No	0%
39		Colliery Road (Holyhead Road to Fire Station)		19 days	Mon 30/03/26	Fri 24/04/26	38	40	Duct Install Team 1	553m		Yes	No	No	No	No	0%
40		Colliery Road (Fire Station to Field)		12 days	Mon 27/04/26	Wed 13/05/26	39	41	Duct Install Team 1	360m		Yes	No	No	No	No	0%
41		Field (Colliery Road to HDD)		1 day	Thu 14/05/26	Thu 14/05/26	40	42	Duct Install Team 1	35m		Yes	No	No	No	No	0%
42		Field (HDD 01 Lane from Colliery Road to Brydenhall Estate)		2 days	Fri 15/05/26	Mon 18/05/26	41	43	Duct Install Team 1	42m		Yes	No	No	No	No	0%
43		Lane from Colliery Road to Brydenhall Estate (Field to HDD)		5 days	Tue 19/05/26	Tue 26/05/26	42	44	Duct Install Team 1	143m		Yes	No	No	No	No	0%
44		Lane from Colliery Road to Brydenhall Estate (HDD to Lane From Brydenhall Estate To County Boundary)		10 days	Wed 27/05/26	Tue 09/06/26	43	45	Duct Install Team 1	357m		Yes	No	No	No	No	0%
45		Lane From Brydenhall Estate To County Boundary (Lane From Brydenhall Estate To County Boundary to HDD)		18 days	Wed 03/06/26	Mon 27/07/26	44	46	Duct Install Team 1	910m		Yes	No	No	No	No	0%
46		Lane From Brydenhall Estate To County Boundary (From HDD to Field)		5 days	Tue 28/07/26	Mon 03/08/26	45	47	Duct Install Team 1	345m		Yes	No	No	No	No	0%
47		Field (Lane From Brydenhall Estate To County Boundary to South Pole)		5 days	Tue 04/08/26	Thu 06/08/26	46	48	Duct Install Team 1	75m		Yes	No	No	No	No	0%
48		Lane From Brydenhall Estate (Lane From Brydenhall Estate To County Boundary (Field Entrance To Lane From Post 9 Bline To Hatton Farm))		8 days	Fri 07/08/26	Wed 12/08/26	47	49	Duct Install Team 1	300m		Yes	No	No	No	No	0%
49		Lane From Post 9 Bline To Hatton Farm (Lane From Brydenhall Estate To County Boundary to Field Entrance North Pole)		12 days	Thu 13/08/26	Fri 28/08/26	48	50	Duct Install Team 1	450m		Yes	No	No	No	No	0%
50		Field (Lane From Post 9 Bline To Hatton Farm to North Pole)		1 day	Tue 01/09/26	Tue 01/09/26	49		Duct Install Team 1	35m		Yes	No	Yes	No	No	0%
51		**Trench Excavation & Duct Installation (x1 Fibre)**		**77 days**	**Mon 12/01/26**	**Thu 30/04/26**		**79**				**Yes**	**No**	**Yes**	**Yes**	**No**	**0%**
52		Holyhead Road (Field to Road From Council Depot To Holyhead Road)		2 days	Mon 12/01/26	Tue 13/01/26	150	53	Duct Install Team 2	65m		Yes	No	No	No	No	0%
53		Road From Council Depot To Holyhead Road (Holyhead Road to Road From Black Park Roundabout To Council Depot)		11 days	Wed 14/01/26	Fri 15/01/26	52	54	Duct Install Team 2	1075m		Yes	No	No	No	No	0%
54		Road From Black Park Roundabout To Council Depot (Road From Council Depot To Holyhead Road To Black Park Roundabout)		5 days	Mon 19/01/26	Fri 23/01/26	53	55	Duct Install Team 2	215m		Yes	No	No	No	No	0%
55		Black Park Roundabout (Road From Black Park Roundabout To Council Depot to Black Park Roundabout To Forge Road)		3 days	Mon 26/01/26	Wed 28/01/26	54	56	Duct Install Team 2	30m		Yes	No	No	No	No	0%
56		Black Park Roundabout to Forge Road (Black Park Roundabout to Lane From Post 9 Bline To Hatton Farm)		8 days	Thu 29/01/26	Mon 09/02/26	55	57	Duct Install Team 2	380m		Yes	No	No	No	No	0%
57		Lane From Post 9 Bline To Hatton Farm (Black Park Roundabout to Field Entrance)		14 days	Tue 10/02/26	Tue 24/02/26	56	58	Duct Install Team 2	1320m		Yes	No	No	No	No	0%
58		Field (Lane From Post 9 Bline To Hatton Farm to Pole)		1 day	Wed 25/02/26	Wed 25/02/26	57	59	Duct Install Team 2	20m		Yes	No	No	No	No	0%
59		Substation Compound (Substation to Field)		3 days	Thu 26/02/26	Mon 02/03/26	58	60	Duct Install Team 2	30m		Yes	No	No	No	No	0%
60		Field (From Substation Compound To Holyhead Road)		8 days	Tue 03/03/26	Thu 12/03/26	59		Duct Install Team 2	480m		Yes	No	No	No	No	0%
61		**Fibre Box Construction**		**14 days**	**Mon 12/01/26**	**Thu 29/01/26**			Box Building Team 1			**Yes**	**No**	**No**	**No**	**No**	**0%**
62		Fibre Box x20		14 days	Mon 12/01/26	Thu 29/01/26	35		Box Building Team 1			No	No	No	No	No	0%
63		**Sub-Duct & Fibre Cable**		**191 days**	**Fri 01/05/26**	**Tue 10/11/26**		**2350.2 wks**				**No**	**No**	**Yes**	**No**	**No**	**0%**
64		**Phase 1 (x2 Power & x1 Fibre Route)**		**50 days**	**Wed 01/09/26**	**Tue 10/11/26**						**No**	**No**	**Yes**	**No**	**No**	**0%**
65		Sub-Duct Installation		20 days	Wed 01/09/26	Tue 27/09/26	55	66	Fiber Team			No	No	Yes	No	No	0%
66		Fiber Installation		20 days	Wed 30/09/26	Tue 27/10/26	65	67	Fiber Team			No	No	Yes	No	No	0%
67		Fiber Splicing		8 days	Wed 28/10/26	Fri 06/11/26	66	68	Fiber Team			No	No	Yes	No	No	0%
68		End to End Test		2 days	Mon 09/11/26	Tue 10/11/26	67		Fiber Team			No	No	Yes	No	No	0%
69		**Phase 2 (x1 Fibre Route)**		**44 days**	**Fri 01/05/26**	**Mon 29/06/26**						**No**	**No**	**Yes**	**No**	**No**	**0%**
70		Sub-Duct Installation		15 days	Fri 01/05/26	Fri 22/05/26	55	72	Fiber Team			No	No	Yes	No	No	0%
71		Fiber Installation		15 days	Tue 26/05/26	Mon 15/06/26	70	73	Fiber Team			No	No	Yes	No	No	0%
72		Fiber Splicing		8 days	Tue 16/06/26	Thu 25/06/26	71	74	Fiber Team			No	No	Yes	No	No	0%
73		**Cable Works (x2 Power & x1 Fibre)**		**149 days**	**Tue 11/08/26**	**Tue 09/03/27**						**No**	**Yes**	**No**	**Yes**	**No**	**0%**
74		**Bellmouth/Joint Bay Excavation**		**45 days**	**Tue 11/08/26**	**Fri 09/10/26**		**2033.2 wks**				**No**	**Yes**	**No**	**Yes**	**No**	**0%**
75		Mobilise (Cable Works)		1 day	Tue 11/08/26	Tue 11/08/26	1075.5 days	77				No	No	No	No	No	0%
76		Bellmouth at Substation		4 days	Wed 12/08/26	Mon 17/08/26	75	78,88	Joint Bay Team 1			No	No	No	No	No	0%
77		Joint Bay 1		6 days	Tue 18/08/26	Tue 25/08/26	77	79,88,89	Joint Bay Team 1			Yes	No	No	No	No	0%
78		Joint Bay 2		6 days	Wed 26/08/26	Thu 01/09/26	78	80,89,90	Joint Bay Team 1			Yes	No	No	No	No	0%
79		Joint Bay 3		6 days	Fri 04/09/26	Fri 11/09/26	79	81,90,91	Joint Bay Team 1			Yes	No	No	No	No	0%
80		Joint Bay 4		6 days	Mon 14/09/26	Mon 21/09/26	80	82,91,92	Joint Bay Team 1			Yes	No	No	No	No	0%
81		Joint Bay 5		6 days	Tue 22/09/26	Tue 29/09/26	81	83,92,94,93	Joint Bay Team 1			Yes	No	No	No	No	0%
82		Bellmouth at South Pole		3 days	Wed 30/09/26	Thu 08/10/26	82	84,93	Joint Bay Team 1			Yes	No	No	No	No	0%
83		Joint Bay 6		6 days	Fri 02/10/26	Wed 07/10/26	83	85,94,95	Joint Bay Team 1			Yes	No	No	No	No	0%
84		Bellmouth at North Pole		3 days	Thu 08/10/26	Fri 09/10/26	68	95	Joint Bay Team 1			Yes	No	No	No	No	0%
85		**Duct Proving & Cable Installation**		**44 days**	**Wed 12/08/26**	**Tue 13/10/26**		**2750.2 wks**				**Yes**	**Yes**	**No**	**Yes**	**No**	**0%**
86		Cable Delivery & Offloading		1 days	Wed 12/08/26	Tue 18/08/26	6855.35 days		Cable Team 1			No	Yes	No	No	No	0%
87		Prove Section 1, Install Cables & Phase Check		4 days	Wed 26/08/26	Tue 01/09/26	77,78	8755.35 days,165,97,96	Cable Team 1			No	Yes	No	No	No	0%
88		Prove Section 2, Install Cables & Phase Check		4 days	Fri 04/09/26	Wed 09/09/26	78,72	98,99	Cable Team 1			No	Yes	No	No	No	0%
89		Prove Section 3, Install Cables & Phase Check		4 days	Mon 14/09/26	Thu 17/09/26	79,80	99,100	Cable Team 1			No	Yes	No	No	No	0%
90		Prove Section 4, Install Cables & Phase Check		4 days	Tue 22/09/26	Fri 25/09/26	80,81	100,101	Cable Team 1			No	Yes	No	No	No	0%
91		Prove Section 5, Install Cables & Phase Check		4 days	Wed 30/09/26	Mon 05/10/26	82,83	101,102,91	Cable Team 1			No	Yes	No	No	No	0%
92		Prove Section 5a, Install Cables & Phase Check		2 days	Tue 06/10/26	Wed 07/10/26	92,83,93	102	Cable Team 1			No	Yes	No	No	No	0%
93		Prove Section 6, Install Cables & Phase Check		2 days	Thu 08/10/26	Fri 09/10/26	92,84	95,102,103	Cable Team 1			No	Yes	No	No	No	0%
94		Prove Section 6a, Install Cables & Phase Check		2 days	Mon 12/10/26	Tue 13/10/26	93,84	103,103	Cable Team 1			No	Yes	No	No	No	0%
95		**Jointing & Sheath Testing**		**71 days**	**Wed 02/09/26**	**Wed 09/12/26**		**2850.2 wks**				**No**	**No**	**Yes**	**Yes**	**No**	**0%**
96		Termination		10 days	Wed 02/09/26	Wed 23/09/26	88	98	Jointing Team 1			No	No	Yes	No	No	0%
97		Joint Bay 1		10 days	Thu 24/09/26	Wed 07/10/26	88,96,97	104,99	Jointing Team 1			No	No	Yes	No	No	0%
98		Joint Bay 2		10 days	Thu 08/10/26	Wed 21/10/26	89,90,98	107,100	Jointing Team 1			No	No	Yes	No	No	0%
99		Joint Bay 3		10 days	Thu 22/10/26	Wed 04/11/26	90,91,99	108,101	Jointing Team 1			No	No	Yes	No	No	0%
100		Joint Bay 4		10 days	Thu 05/11/26	Wed 18/11/26	91,92,100	109,102	Jointing Team 1			No	No	Yes	No	No	0%
101		Joint Bay 5		10 days	Thu 19/11/26	Wed 02/12/26	93,92,94,101	110,103	Jointing Team 1			No	No	Yes	No	No	0%
102		Joint Bay 6		5 days	Thu 03/12/26	Wed 09/12/26	94,95,102	111	Jointing Team 1			No	No	Yes	No	No	0%
103		**Backfill & Reinstatement of Bellmouths/Joint Bays**		**74 days**	**Wed 02/09/26**	**Mon 14/12/26**		**SEV**				**No**	**Yes**	**No**	**Yes**	**No**	**0%**
104		Backfill Bellmouth at Substation 1		2 days	Wed 02/09/26	Thu 03/09/26	68		Backfill Team 1			No	Yes	No	No	No	0%
105		Joint Bay 1		2 days	Thu 08/09/26	Mon 12/10/26	98		Backfill Team 1			Yes	No	No	No	No	0%
106		Joint Bay 2		5 days	Thu 22/10/26	Mon 26/10/26	99		Backfill Team 1			Yes	No	No	No	No	0%
107		Joint Bay 3		3 days	Thu 29/10/26	Mon 02/11/26	100	112	Backfill Team 1			Yes	No	No	No	No	0%
108		Joint Bay 4		3 days	Thu 05/11/26	Mon 09/11/26	101		Backfill Team 1			Yes	No	No	No	No	0%
109		Joint Bay 5		3 days	Thu 03/12/26	Mon 07/12/26	102		Backfill Team 1			Yes	No	No	No	No	0%
110		Joint Bay 6		3 days	Thu 10/12/26	Mon 14/12/26	103		Backfill Team 1			Yes	No	No	No	No	0%
111		Shallow Bury at South Pole		1 day	Tue 10/11/26	Tue 10/11/26	94,106		Backfill Team 1			Yes	No	No	No	No	0%
112		Shallow Bury at North Pole		1 day	Wed 16/12/26	Wed 16/12/26	105		Backfill Team 1			Yes	No	No	No	No	0%
113		**Outage Works**		**47 days**	**Mon 04/01/27**	**Tue 09/03/27**		**365**				**No**	**No**	**No**	**No**	**No**	**0%**
114		Mobilisation for Outage Work		1 day	Mon 04/01/27	Mon 04/01/27		157				No	No	No	No	No	0%
115		**Outage 1**		**23 days**	**Tue 05/01/27**	**Thu 04/02/27**						**No**	**No**	**No**	**No**	**No**	**0%**
116		Switch Out & Earth x3c		1 day	Tue 05/01/27	Tue 05/01/27	115	118	OHC			No	No	No	No	No	0%
117		I/D & Colour Check		1 day	Wed 06/01/27	Wed 06/01/27	117	119	OHL			No	No	No	No	No	0%
118		Erect New Pole		1 day	Thu 07/01/27	Thu 07/01/27	118	120	OHL			No	No	No	No	No	0%
119		Excavate Shallow Buried Cable		5 day	Fri 08/01/27	Fri 08/01/27	119	121	Cable Team 1			No	Yes	No	No	No	0%
120		Cable Up & Clear		1 day	Mon 11/01/27	Mon 11/01/27	120	122	Cable Team 1,OHL			No	Yes	No	No	No	0%
121		Backfill		1 day	Tue 12/01/27	Tue 12/01/27	121	123	Cable Team 1			No	Yes	No	No	No	0%
122		Scaffold Up		3 days	Wed 13/01/27	Fri 15/01/27	122	124	Scaffold Team 1			No	No	No	No	No	0%
123		Terminations		5 days	Mon 18/01/27	Fri 22/01/27	123	125	Jointing Team 1			No	No	Yes	No	No	0%
124		Scaffold Down		2 days	Mon 25/01/27	Tue 26/01/27	124	126	Scaffold Team 1			No	No	No	No	No	0%
125		Pressure Test		1 day	Wed 27/01/27	Wed 27/01/27	125	127	Jointing Team 1			No	No	Yes	No	No	0%
126		Install Terminal Slips		1 days	Mon 01/02/27	Mon 01/02/27	126	128	OHL			No	No	No	No	No	0%
127		Lower Conductor		1 day	Tue 02/02/27	Tue 02/02/27	127	129	OHL			No	No	No	No	No	0%
128		OHL Recovery		2 days	Wed 03/02/27	Thu 04/02/27	128	153	OHL			No	No	No	No	No	0%
129		**Outage 2**		**23 days**	**Fri 05/02/27**	**Tue 09/03/27**						**No**	**No**	**No**	**No**	**No**	**0%**
130		Switch Out & Earth x3c		1 day	Fri 05/02/27	Fri 05/02/27	129	131	OHC			No	No	No	No	No	0%
131		I/D & Colour Check		1 day	Mon 08/02/27	Mon 08/02/27	131	133	OHL			No	No	No	No	No	0%
132		Erect New Pole		1 day	Tue 09/02/27	Tue 09/02/27	132	134	OHL			No	No	No	No	No	0%
133		Excavate Shallow Buried Cable		5 day	Wed 10/02/27	Wed 10/02/27	133	135	Cable Team 1			No	Yes	No	No	No	0%
134		Cable Up & Clear		1 day	Thu 11/02/27	Thu 11/02/27	134	136	Cable Team 1,OHL			No	Yes	No	No	No	0%
135		Backfill		1 day	Fri 12/02/27	Fri 12/02/27	135	137	Cable Team 1			No	Yes	No	No	No	0%
136		Scaffold Up		3 days	Mon 15/02/27	Wed 17/02/27	136	138	Scaffold Team 1			No	No	No	No	No	0%
137		Terminations		5 days	Thu 18/02/27	Wed 24/02/27	137	139	Jointing Team 1			No	No	Yes	No	No	0%
138		Scaffold Down		2 days	Thu 25/02/27	Fri 26/02/27	138	140	Scaffold Team 1			No	No	No	No	No	0%
139		Pressure Test		1 day	Mon 01/03/27	Mon 01/03/27	139	141	Jointing Team 1			No	No	Yes	No	No	0%
140		Install Terminal Slips		1 days	Tue 02/03/27	Thu 04/03/27	140	142	OHL			No	No	No	No	No	0%
141		Lower Conductor		1 day	Fri 05/03/27	Fri 05/03/27	141	143	OHL			No	No	No	No	No	0%
142		OHL Recovery		3 days	Mon 08/03/27	Tue 09/03/27	142		OHL			No	No	No	No	No	0%
143		**Demobilisation**		**5 days**	**Wed 10/03/27**	**Tue 16/03/27**						**No**	**No**	**No**	**No**	**No**	**0%**
144		Demobilise		5 days	Wed 10/03/27	Tue 16/03/27	114	28,143	Site Setup Team 1			No	No	No	No	No	0%
145		Snagging & As Built Documentation Submission		35 days	Wed 13/01/27	Thu 25/03/27	143	147	Excalibur			No	No	No	No	No	0%
146		**Completion & Handover**		**15 days**	**Fri 02/04/27**	**Thu 15/04/27**	**146**	**151**	**Excalibur**			**No**	**No**	**No**	**No**	**No**	**0%**



Appendix C – Indicative Programme (map form)

#53
1071m
23 Days (4.5 wks)

#54
215m
5 Days

#55
50m
3 Days

#56
380m
8 Days (1.25 wks)

#57
1128m
24 Days (5 wks)

#58
20m
1 Day

Bellmouth
85 - Dig - 2 Days - 08.10.26 to 09.10.26
113- Fill - 1 Day - 14.10.26 to 14.10.26
116-Outage 1 - 23 Days - 05.01.27 to 04.02.27

50
Trench & Duct
1 Day
01.09.26 to 01.09.26

49
Trench & Duct
12 Days
13.08.26 to 28.08.26

48
Trench & Duct
4 Days
07.08.26 to 12.08.26

47
Trench & Duct
3 Days
04.08.26 to 06.08.26

Bellmouth
83 - Dig - 2 Days - 30.09.26 to 01.10.26
112- Fill - 1 Day - 10.11.26 to 10.11.26
130-Outage 2 - 23 Days - 05.02.27 to 09.03.27

46
Trench & Duct
5 Days
28.07.26 to 03.08.26

Joint Bay 6
84 - Dig - 4 Days - 02.10.26 to 07.10.26
103 - Joint - 5 Days - 03.12.26 to 09.12.26
111- Fill - 3 Days - 10.12.26 to 14.12.26

34
HDD 2
30 Days
22.04.26 to 04.06.26

45
Trench & Duct
34 Days
10.06.26 to 27.07.26

Joint Bay 5
82 - Dig - 6 Days - 22.09.26 to 29.09.26
102-Joint - 10 Days - 19.11.26 to 02.11.26
110- Fill - 3 Days - 03.12.26 to 07.12.26

44
Trench & Duct
10 Days
27.05.26 to 09.06.26

33
HDD 2
30 Days
09.03.26 to 21.04.26

42
Trench & Duct
2 Days
15.05.26 to 18.05.26

43
Trench & Duct
5 Days
19.05.26 to 26.05.26

Joint Bay 4
81 - Dig - 6 Days - 14.09.26 to 21.09.26
101-Joint - 10 Days - 05.11.26 to 18.11.26
109- Fill - 3 Days - 10.11.26 to 23.11.26

32
HDD 1
40 Days
12.01.26 to 06.03.26

41
Trench & Duct
1 Day
14.05.26 to 14.05.26

40
Trench & Duct
12 Days
27.04.26 to 13.05.26

Joint Bay 3
80 - Dig - 6 Days - 04.09.26 to 11.09.26
100-Joint - 10 Days - 22.10.26 to 04.11.26
108- Fill - 3 Days - 05.11.26 to 09.11.26

39
Trench & Duct
18 Days
30.03.26 to 24.04.26

Joint Bay 2
79 - Dig - 6 Days - 26.08.26 to 03.09.26
99 - Joint - 10 Days - 08.10.26 to 21.10.26
107- Fill - 3 Days - 22.10.26 to 26.10.26

38
Trench & Duct
44 Days
27.01.26 to 27.03.26

37
Trench & Duct
4 Days
21.01.26 to 26.01.26

36
Trench & Duct
7 Days
12.01.26 to 20.01.26

Bellmouth
77 - Dig - 4 Days - 12.08.26 to 17.08.26
97 - Terminate - 16 Days - 02.09.26 to 23.09.26
105 - Fill - 2 Days - 02.09.26 to 03.09.26

Joint Bay 1
78 - Dig - 6 Days - 18.08.26 to 25.08.26
98 - Joint - 10 Days - 24.09.26 to 07.10.26
106- Fill - 3 Days - 08.10.26 to 12.10.26

Legend
- Trench Excavation & Duct Install
- HDD (Horizontal Directional Drilling)
- Joint Bay – Excavate, Joint & test cable, Backfill

Note:
Refer to Excalon Program 06/10/2025

KRONOSPAN STATUS
Date 29/11/2025
STATUS: APPROVED FOR CONSTRUCTION
KRONOSPAN YYYY.MM.DD
DISTRIBUTION: RELEASED FOR CONSTRUCTION
CERTIFIED YYYY.MM.DD

Index	Modification	Date	Name
C			
B			
A	Fibre on north route added	09.02.2026	M. Titcombe

Status

xylo technologies
Xylo Technologies AG
Richtistrasse 1
CH-9052 Niederteufen
Schweiz

Technology
kronospan
Kronospan Ltd
Maesgwyn Farm
LL14 5NT Chirk, Wrexham
United Kingdom

	Date	Name
Project leader		
Drawn	29/11/2025	M. Titcombe
Checked		

Size A1 | Scale 1:2500 | origin | Norm ISO

Project number | Project name

Description
132kV Grid Connection
Cable installation Program

Drawing number 8000_264 | Index A | Sheet/Number 1/1

Sub Category | Division | Process | Subprocess

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Appendix D – Further Visibility Splay and Swept Path Information

Q:\5151-5200\5185 Kronospan 132kV Cable Planning Application\Dwgs\CAD\Transport\5185 - Brynkinalt Laydown Area Vis + SPA.dwg

1:500 Scale

Indicative position of proposed 16ft agricultural gate.

Mast (Telecommunication)

WELFARE

PARKING

PIPE RACK

RIG

PIT

BORE PATH

PUMP

RECYCLING UNIT

ROLL OFF

2.4m x 113.1m achievable visibility splay in accordance with 43mph speed.

2.4m x 140.4m achievable visibility splay in accordance with 48mph speed.

73 metres

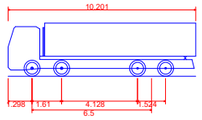
97.2m

Laydown Area Site Boundary

Visibility Splays

Highway Boundary

Vehicles Used in Tracking



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

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N

revision: desc: date:

0 10 20 30 40 50 75 100m

0344 8700 007
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Client
Kronospan Ltd

Project
Kronospan 132kV Cable Planning Application

Drawing Title
Brynkinalt Laydown Area - Visibility Splays & Swept Path Analysis

Scale **1:1000 @A3**
Status **Preliminary**
Date **05-05-26**
Drawn **ES**
Checked **CZ**
Dwg no **5185-D11**
Rev

Q:\5151-5200\5185 Kronospan 132kV Cable Planning Application\Dwgs\CAD\Transport\5185 Kronospan Swept Path Analysis.dwg

Indicative location of existing telecoms pole.

Indicative location of existing stile leading to public right of way.

2.4m x 98m achievable visibility splay in accordance with 38mph speed.

2.4m x 3.5m achievable visibility splay in accordance with speeds lower than 10mph.

Pont Y Blew

Pont Llygoden

42.7m

37.8m

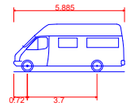
45.1m

42.1m

Highway Boundary

Visibility Splay

Vehicles Used in Tracking



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.528m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

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revision: desc: date:

0 10 20 30 40 50m

0344 8700 007
axis.co.uk

Client
Kronospan Ltd

Project
Kronospan 132kV Cable Planning Application

Drawing Title
Cable Route Construction Compound - Visibility Splays & Swept Path Analysis

Scale: **1:500 @A3**
Status: **Preliminary**
Date: **05-05-26**
Drawn: **ES**
Checked: **CZ**
Dwg no: **5185-D10**
Rev

Q:\5151-5200\5185 Kronospan 132kV Cable Planning Application\Dwgs\CAD\Transport\5185 Kronospan Swept Path Analysis.dwg

Indicative location of existing telecoms pole.

Indicative location of existing stile leading to public right of way.

Indicative location of existing double gate.

2.4m x 70m achievable visibility splay in accordance with 33mph speed.

2.4m x 25.4m achievable visibility splay in accordance 20mph speed.

Pont Y Blew

Pont Llygoden

42.7m

37.8m

45.1m

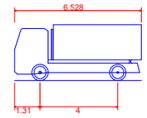
42.1m

CR

Highway Boundary

Visibility Splay

Vehicles Used in Tracking



Small Tipper	
Overall Length	6.528m
Overall Width	2.500m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.850m

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revision: desc: date:

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Client
Kronospan Ltd

Project
Kronospan 132kV Cable Planning Application

Drawing Title
Cable Route Construction Compound - Visibility Splays & Swept Path Analysis

Scale
1:500 @A3

Status
Preliminary

Date
05-05-26

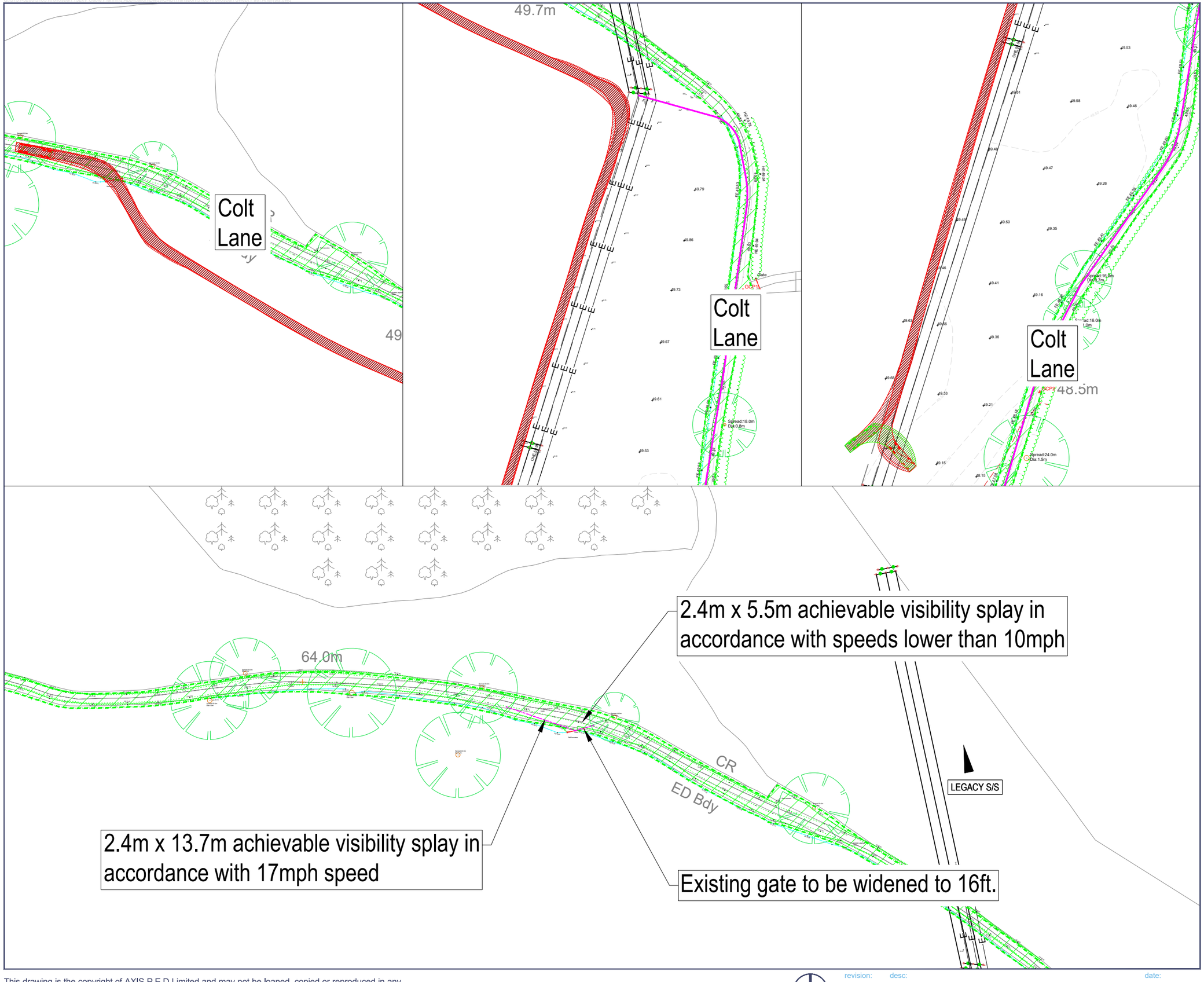
Drawn
ES

Checked
CZ

Dwg no
5185-D09

Rev

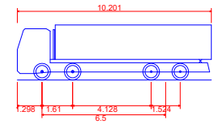
Q:\5151-5200\5185 Kronospan 132kV Cable Planning Application\Dwgs\CAD\Transport\5185 Kronospan Swept Path Analysis.dwg



Highway Boundary

Visibility Splay

Vehicles Used in Tracking



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

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revision: desc: date:

0 10 20 30 40 50m

0344 8700 007

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Client

Kronospan Ltd

Project

Kronospan 132kV Cable Planning Application

Drawing Title

Cable Route Construction Compound - Visibility Splays & Swept Path Analysis

Scale	Status
1:500 @A3	Preliminary

Date	Drawn	Checked
05-05-2026	ES	CZ

Dwg no **5185-D08** Rev