# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO:** | Philip Mullineux |
| **Our Ref:** | ET/DC/AO/P/2025/0054 | **Your Ref:** | P/2025/0054 |
| **Date:** | 13/05/2026 | | |

**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).

Following the initial LHA response (02/04/26) further information has been provided to address points raised by the LHA.

**Cable Laying**
Following the initial LHA response, a meeting between the applicant and the LHA team took place where the Council's Network Manager clarified the process for managing the laying of cables and associated works. Further to this meeting and the additional information provided, the LHA are satisfied that details relating to these works and necessary supporting Temporary Traffic Regulation Orders (TTROs) can be addressed at the post-permission stage as part of Section 50 licencing application(s) - New Roads and Street Works Act, 1991.

**Works Compounds**
In the initial response the LHA requested details of how traffic movements would be managed at the works compounds to ensure no impact on the highway. The additional information identifies suitable strategies in this regard and the LHA are satisfied that safe and workable operation can be achieved, with specific detailed works strategies to be confirmed as part of a Full Construction Traffic Management Plan (CTMP). A suitably worded condition will be required to submit such a detailed CTMP prior to commencement on site, for approval by the LHA.

For Works Compound 2 (Welsh Water access Road) visibility splays from this access are presented. These splays pass over third party land or through third-party boundaries and are therefore not considered achievable, given the applicant has no control over these. However, as the proposals include all such compound accesses to be supported with banksman and as the accesses will be temporary, the LHA are satisfied that a safe and efficient solution can be achieved. **Accordingly the final CTMP must include commitments in this regard for works compounds 1 *and* 2 (as no splays are presented for compound 1) that banksmen are present to assist vehicles egressing these access points.**

The swept-paths presented for the central work compound (3) show over-run of kerbs by the left turning articulated vehicle. The LHA does not agree with the commentary in the latest Technical Note that suggests such overrunning of kerbs is not a highway safety concern. Given the section of kerb being overrun is the main pedestrian route into the site and has a footway adjacent to the kerb at this point, such overrunning would be a safety issue. However, This is the main existing access to the Kronospan site and is regularly used by articulated HGVs, therefore this left turn should be achievable without over-run and it is suspected that this s a drawing issue rather than an actual issue. However, for completeness, t**he LHA will require a revised swept-path drawing be prepared to show an acceptable turn.**

**Dilapidation Survey**:
The latest information states that the applicant agrees to detailed dilapidation surveys of the affected areas of highway to be undertaken, pre and post construction. A suitably worded condition will be required to this effect.

**Summary**
Subject to the provision of a revised swept-path drawing for Compound 2, and subject to the inclusion of suitable conditions to manage the construction stage aspects and that the details, methodology and timescales for the trenching and drilling aspects of the scheme can be managed through the Section 50 licence application (New Roads and Street Works Act 1991), the LHA can support the application.



On behalf of the Chief Officer, Environment & Technical

**Conditions**

**Construction Traffic Management Plan:** No part of the development shall commence until a detailed Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented. This CTMP must include:

- Provisions for the safe and efficient management of vehicle movements into and out of the respective site areas,
- Detailed works programme and agreed works method
- Detailed diversion routes,
- Measures to ensure bus services and refuse collection movements are maintained
- Road closures are agreed with emergency services coordinators
- Detailed plans to manage contractor parking (to prevent on-highway parking),
- Provision of suitable wheel-wash equipment at all construction sites,

**This CTMP must reflect and interface with the Section 50 licence application(s)**

*Reason: In the interest of safety and the free flow of traffic on the adjoining highway.*

**Highway Dilapidation Survey**: A detailed dilapidation survey(s) of the affected areas of highway is to be undertaken pre and post construction. The pre-work survey must be undertaken and submitted to the Local Highway Authority prior to the commencement of any part of the development. The post-works survey must be submitted to the LHA within 1-month of completion of the construction activities.

*Reason: In the interest of managing the condition and safe operation of the highway.*