Report of the Chief Officer Economy and Planning

Application Reference
P/2026/0054

Applicant
Mr Chris Emery

Agent
Mr Bobby Clayton

Site Address
KRONOSPAN LTD, HOLYHEAD ROAD, CHIRK, WREXHAM, LL14 5NT

Description of Development
GOSOD DWY GYLCHED 132KV, DAU GEBL FFEIBR A DAU LWYFAN PEN SELIO CEBLAU

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

Ward
Chirk South/De'r Waun

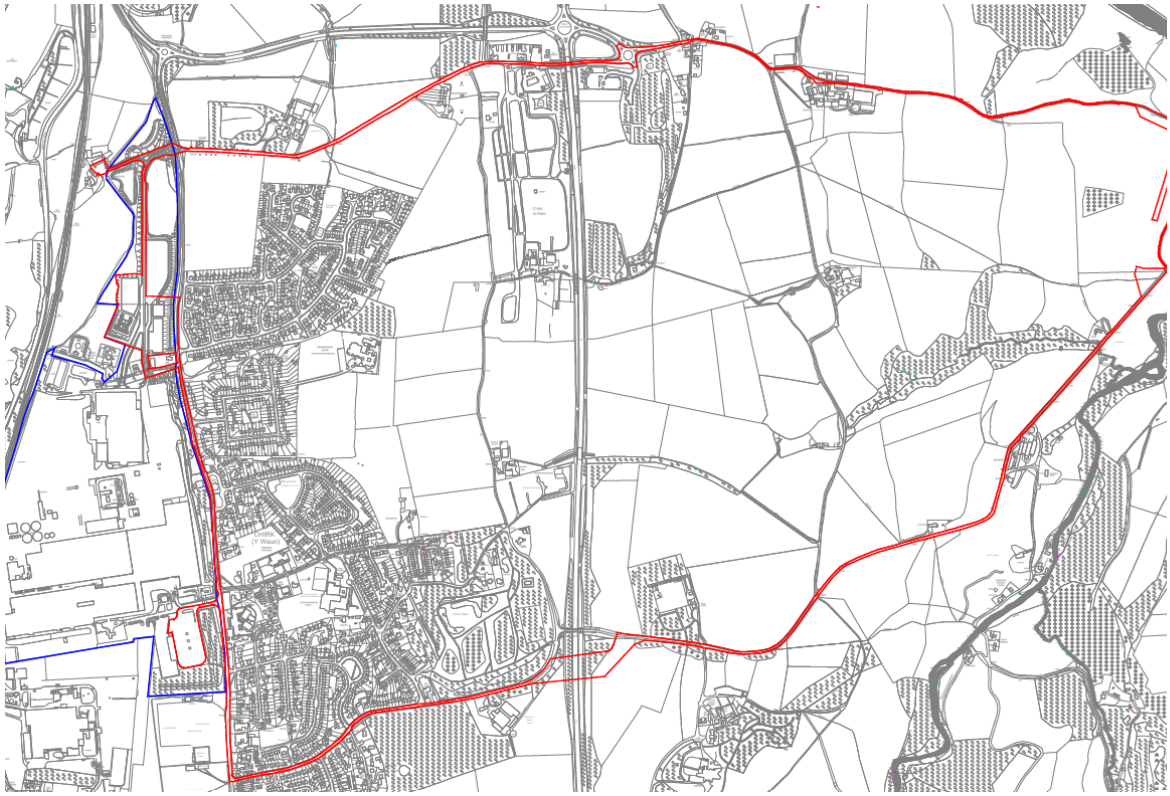
Community
Chirk/Y Waun

Recommendation
Grant

Officer Report

Site Description

The application site comprises an area of approximately 11.34 hectares of both public highway verge and agricultural land mainly to the east of the existing Kronospan facility. The B5070 public highway (Holyhead Road) abuts the facility on the site's eastern boundary, whilst the Shrewsbury – Wrexham railway line and the Llangollen Canal lie to the west of the site.



Proposal

The application seeking planning permission is for the installation of two 132kV circuits and two fibre cables between the existing Legacy to Oswestry 132kV overhead line and a [proposed 132kV substation at the Kronospan site. The development would follow the route of existing highways between the Kronspan site and the overhead line and comprise of:

- Cable Route 1 (approximately 4.4km long) – the south and east of Chirk
- Cable Route 2 (approximately 4.8km long) – to the south and east of Chirk, parallel with Cable Route 1 for most of its length.
- Fibre Cable Route (approximately 3.3km long) – to the north and east of Chirk

Apart from where connections are to be made to the Legacy to Oswestry 132kV overhead line the cables would be installed in trenches that follow the route of existing highways.

Reason for Committee Determination

Major application

Site History

The Kronospan site has an extensive planning history extending back to the early 1970s. The most relevant site history is:

P/2022/1080 - Construction of new access roads, lorry park, weighbridge and building, car park, facilities block, roundwood storage areas, 132 KV substation and ancillary works - pending a Section 106 agreement.

Development Plan

Wrexham Unitary Development Plan
Policy: GDP1 – Development Objectives.
GDP2 – Capacity of Infrastructure and Community facilities
EC2 – Agricultural land
EC4 - Hedgerows, trees and woodland
EC5 – Special landscape areas
EC6 –Biodiversity Conservation
EC9 – Listed buildings of special architectural or historic interest
EC11 – Archaeology
EC12 - Development and flood risk.
T7 – Traffic Management Local Planning Guidance Notes:

Relevant National Policy

Planning Policy Wales - edition 12
Future Wales plan (2040)
Future Generations of Wales Act 2015
Technical Advice Note 5 – Nature Conservation and Planning
Technical Advice Note 12 – Design
Technical Advice Note 18 – Transport
Technical Advice Note 23 – Economic Development

Consultation Responses

Chirk Town Council:
Initially objected, raising concerns about the length of time the project would take and the extent of groundworks and excavations affecting the main road through the town as well as roads serving farms, homes and surrounding rural areas and the associated disruption and the adequacy of proposed mitigation.

The applicants having had dialogue with the Town Council who have subsequently responded with further comments:

The Council welcomed the engagement that has taken place and found it meeting helpful in understanding how the works are proposed to be delivered.

Notwithstanding this, the Town Council commented that it was still mindful that the project will have significant impacts on the local community, particularly in relation to traffic and access. It therefore requested the following comments be considered:

- Should the application be granted, the Council would ask that the following matters are secured by planning condition:

- Timing of works on the B5070. Works on the B5070 should be programmed to take place during autumn and winter months, to reduce disruption to schools, local businesses and traffic generally.

- Traffic management and peak hours. A condition should require off-peak working on key routes, particularly the B5070, to avoid school run and commuter traffic periods.

- Diversion routes. A fully approved and tested diversion strategy, including contingency arrangements for closures or incidents on the A5 or A483, should be in place before any works begin.

- Access to properties, farms and emergency services. Continuous access must be maintained at all times using road plates or other agreed measures, with guaranteed provision for emergency vehicles.

- Phased working and open excavations. No more than three joint bays should be open at any one time, with clear requirements for prompt reinstatement.

- Working hours and night works. Standard working hours should be controlled by condition, with any night working requiring prior written approval and clear justification, together with appropriate noise and disturbance mitigation.

- Public communication. The developer should be required to provide a clear programme of works with dates, advance leaflet drops to affected residents and businesses, a regularly updated website with live information on timelines and roadworks, and the use of Variable Message Signs on key routes.

- Single point of contact. A named liaison officer should be made available to the Town Council and residents throughout the project for day-to-day queries and issues.

- Construction traffic and site management. Details of lay-down areas and contractor parking should be agreed in advance to avoid additional pressure on the local road network.

- Community benefit. The Council would also wish to explore whether a community benefit contribution could be secured, either by condition or through a separate agreement

Local member:
Raises concerns with regards to highway safety, emergency access, rural business continuity and long-term infrastructure integrity, considering the proposal as submitted unacceptable.

Requests refusal unless substantially revised with enforceable safeguards.

(Since receipt of the above comments further information was received along with further dialogue with the Community Council as outlined above).

Welsh Government (Trunk Roads):
Directs that conditions are attached to any subsequent planning approval to secure measures to maintain the safety and free flow of trunk road traffic.

Welsh Water:
No objections subject to a condition attached to any approval notice issued that surface water is not allowed to connect into the public sewerage drainage system.

Natural Resources Wales:
Recommend a condition to secure a Construction Environmental Management Plan with reference also to submitted documents. This should include measures to protect Otters due to the site lying 25m from the River Ceiriog, which forms part of the River Dee and Bala Lake (SAC) and pollution prevention measures.

Advises that the proposed development is not likely to damage the features for which Chirk Castle and Parkland SSSI.

Advises that ground water quality issues are considered acceptable and that proposals for monitoring groundworks, including drilling, and pollution prevention and response to potential pollution incidents are appropriate.

Notes that part of the site is to be subject to risk of flooding within Zone 3. However, advises that given the scale and nature of the proposed development, the proposed development to be acceptable.

Considered there to be no significant effects likely on the Clwydian Range and Dee Valley National Landscape (CRDV NL) and the proposed Glyndŵr National Park (NP), given the type of development of largely underground cabling and associated infrastructure located outside of the NL designations within a built-up developed context of urban areas and roads. Replacement tree and hedgerow planting proposals using varieties of local suitability where it is considered necessary for any removal of natural vegetation appear to be minimal and acceptable.

CADW:
No objections.

HENEB:
No objections and recommends that groundworks are completed with a qualified archaeologist present due to the high potential for sub-surface archaeology. Recommends a condition to be attached to any approval notice issued to facilitate an archaeological watching brief and that a suitably qualified archaeological contractor is present during the undertaking of the groundworks so that a scheme of archaeological monitoring and recording can be conducted.

Public Health Wales:
No objection. Based upon the information received and provided construction and operation are undertaken in line with industry practice, do not foresee any adverse risks to public health

Public Protection:
No objections subject to conditions attached to any approval notice issued with regards to a construction noise management plan prior to development on site

and dust management carried out in accordance with detail as set out in the 'Kronospan 132 KW cable installation framework Construction Environmental Management Plan submitted in support of the application.

Contaminated Land:
No objections.

Conservation Officer:
Response indicates that a comprehensive and detailed Heritage Impact Assessment (HIA) has been submitted, covering the range of designated and non-designated heritage assets affected by the proposal. These include the World Heritage Site, the Grade II* Registered Park and Garden (RPG), the Grade II* listed Brynkinalt Hall, and the Grade II Telford Milestone.

Highways:
The Highways Authority in response to the application accepts that a Construction Traffic Management Plan(s), (CTMP), being agreed by condition, is appropriate in relation to this application 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. and therefore further detail during construction works is required that will contribute towards a CTMP.

As a result of further information and clarification from the applicants and 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), no objections are raised. The response recommends conditions be attached to any approval notice issued with regards to a Construction traffic management plan and a Highway Dilapidation survey.

Arboricultural Officer:
Raises no objections. Agrees with the arboricultural information within the detail submitted in support of the application. Recommends conditions to ensure identified trees are appropriately protected during the development process, all works are to be undertaken in accordance with the submitted Arboricultural Method Statement, (AMS), (251114-1.1-K132F-AMS-T21). Also a condition to ensure compliance with the AMS, and the recommended arboricultural supervision is adhered to (TR06).

Ecology Officer:
Raises no objections subject to condition to secure an updated Construction Environmental Management Plan, to include measures for the protection of the environment during construction, including protected species and their habitats (Bats and otters). No issues are raised in consideration of surface and foul water drainage, the applicants having identified avoidance and mitigation measures for

surface water run off/pollution control and referring to standard good practice measures.

Advises that based on the information submitted in support of the application the proposed development is not likely to damage any biodiversity features for which Chirk Castle and Parkland SSSI are of special interest.

Ramblers Association:
Have responded indicating that the proposed development site is near a public right of way footpath - CHIRK No: 42 which should not be diverted or blocked by the development, nor during its construction.

Clwydian Range and Dee Valley AONB Joint Committee:
Raise no objections commenting that as most of the development is proposed for underground that they raise no objections.

Publicity Undertaken:
Site notices (6).
Press notice.
Neighbour notification.

Responses to Publicity:
Two letters of objections have been received raising concerns with regards to odour dust and noise, along with impacts on public highways during the installation of the underground cables.

Comment is also made with regards to delivery of wood, and removal of ash from the site in relation to a biomass boiler. None of these latter issues are directly relevant to the application under consideration.

Background

The application is accompanied by a Planning Statement that outlines the background to the proposed development.

The existing Kronospan site requires large quantities of energy. However, the existing high voltage network in the locality is sub-standard for the level of demand it is required to meet. Presently, Kronospan is only licenced to draw approximately 55% of their total demand from the local electricity grid. To ensure its power demands can be met, Kronospan has installed biomass and gas engine facilities to generate own power generation.

Kronospan has been working with the Distribution Network Operator to identify how existing local grid issues can be resolved. This has lead to a proposal to development a new 132kV substation (subject to application Ref: P/2022/1080), which would then enable Kronospan to connect directly to the local 132kV network. This would have the following benefits:

- Kronospan could reduce reliance on the onsite fossil fuel energy generation by drawing more from the electricity network, which is on a path to a low, and eventually zero, carbon future. This could lead to a

59% reduction in carbon emissions by 2030, with even greater reductions as the grid mix decarbonises further;

- Kronospan would not be susceptible to intermittent constraints on the power it sources from the local grid, helping to maximise the manufacturing efficiency at the site;
- The new connection and reliability that it would provide would enable investment to be made in future manufacturing lines essential to the future success of the business;
- Enabling Kronospan to invest in renewable energy projects on site such as solar PV, helping to contribute to the low carbon future for the plant;
- Reduced the strain on the existing local 33kV network helping to provide a greater security of supply to local business and residents.
- Reduce the risk of intermittent or even catastrophic failure of the local 33kV network which supplies essential infrastructure, such as Chirk Community Hospital.
- Reduced demand on the local grid would enable Chirk to implement Electrical Vehicle charging schemes and open the opportunity for local community based solar schemes to connect into the grid which currently does not have the capacity to facilitate these Net Zero projects.

Principle of Development

The Unitary Development Plan does not have any specific policies that deal with the location of developments intended to enhance connections to existing utilities. Policy PS2 requires that development must not materially detrimentally affect the countryside, landscape and townscape character. Having regard to the limited permanent visual impacts associated with the development (discussed in more detail below), it accords with policy PS2.

The site is situated in the Green Barrier as defined by the UDP, which is analogous to Green Wedges described in PPW12.

Paragraph 3.68 of PPW12 advises that Green Wedges should be reviewed as part of the development plan process. The UDP Green Barriers were reviewed in the Strategic Green Wedge Review (the Review) October 2017 as part of the process of preparing the now withdrawn LDP. The Review concluded that the Green Barrier designation in this location did not comply with the purpose of a Green Wedge as defined in paragraph 3.67 of PPW12 and was therefore unnecessary. By extension it would also not serve the purpose of a Green Barrier, as set out in UDP policy EC1.

The requirements of policy EC1 have now been superseded by successive changes to PPW12 since the UDP in terms of the purpose of a Green Wedge. The outcome of the Review supports this conclusion. The Review has been scrutinised at Examination in Public and found to be sound. The more up to date national policy and the findings of the Review are therefore material considerations that would weight against any conflict with policy EC1.

Notwithstanding the above, paragraph 3.77 of PPW12 advises that certain forms of development may be appropriate within Green Wedges provides they

preserve its openness and do not conflict with the purposes of including land within it, including engineering operations. The proposed development would constitute engineering operations and so would be appropriate development within a Green Wedge. Moreover, being mostly underground, the development would also preserve the openness off the Green Barrier. As such, the development would not conflict with PPW12's Green Wedge policy or policy EC1.

Having regard to the above, the principle of development is acceptable.

Design

The majority of the development lies within a Special Landscape Area as defined by the UDP. However, policy EC5 does not clearly set out which landscape features, characteristics or qualities require extra protection or how the policy or designation will achieve that protection, as required by Planning Policy Wales 12 paragraph 6.3.12.

The boundaries of the UDP Special Landscape Area predate LANDMAP, the nationwide set of spatial datasets covering five topic areas; Cultural Landscape, Geological Landscape, Historic Landscape, Landscape Habitat, Visual and Sensory.

As part of the preparation of the now withdrawn LDP, a Special Landscape Areas Study 2017 (the Study) was undertaken to review the boundaries of the Special Landscape Areas. The methodology of the review followed that recommended by NRW and is consistent with PPW12 para 6.3.12, which recommends that LANDMAP and any associated landscape character assessments (including the register of historic landscapes in Wales) should be used to inform local landscape policies and to help identify or revise Special Landscape Areas.

With the exception of a small area of the eastern part of application site close to the confluence of the Rivers Dee and Ceiriog, the Study did not identify the majority application site as being in an area high landscape importance that would justify the additional protection a Special Landscape Area designation would provide.

The Study has been scrutinised at Examination in Public and found to be sound. In the absence of any evidence to the contrary, other than the area referred to above, the Special Landscape Area designation in this location and by extension policy EC5 are therefore afforded outdated.

Notwithstanding the above, policy EC5 accepted at utilities related development may be appropriate within a Special Landscape Area.

The application is accompanied by a Landscape and Visual Impact Assessment (the Assessment) which considered the visual impacts both during and post construction.

During construction the impact on the landscape would arise from the presence of plant and machinery, as well as construction works. However, the Assessment confirms these impacts would be localised in extent and short term in duration. The overall magnitude of impacts upon the landscape would therefore be small.

The development would be below ground and for the majority for its length the development would follow the route of existing highways. The only above ground infrastructure will be where the routes connect with the existing Legacy to Oswestry 132 kv overhead power line, which runs in a north-south direction approximately 1 mile to the east of Chirk. The Assessment concludes that the impact upon the landscape would be negligible as a result.

Having regard the specific type of development proposed, other than short term, localised impact associated with construction activities, it would not have a detrimental impact upon the character of the rural landscape surrounding Chirk or harm the Special Landscape Area. The development therefore accords with polices GDP1 and EC5.

Impact on Neighbouring Amenity

The development has the potential to cause disruption to local residents during construction. The impacts would be disruption to the free flow of traffic along local roads, noise and dust. However, these impacts would be localised and time limited. Appropriate measures could also be put in place to ensure these impacts are managed and, wherever possible, minimised via a Construction Environment Management Plan and a Construction Traffic Management Plan.

Suitably worded planning conditions could secure the implementation of a Construction Environment Management Plan and a Construction Traffic Management Plan. Subject to these measures, the proposed development would accord with policy GDP1.

Highway Considerations

The development would mostly take place alongside existing public highways. Most of the roads that the cable routes would follow are single track country lanes. It is therefore inevitable that there would be disruption during the construction period. These impacts would be time limited. Once the development is complete, there would be no impacts on the operation of the local highway network.

The application is accompanied by a Highways Technical Note which indicates at total 48 two way trips would be generated by the development. These would consist of

- Mini JBC for the excavation of spoil
- Grab wagons for transportation of spoil
- Curtain sided lorries for the delivery of cables
- Tipper trucks for the delivery of fill:
- Work vans for the transportation of construction workers and tools

The largest vehicle anticipated to used during the construction period is a 16.5m long tipper truck.

The Technical Note sets out a number of measures to manage construction traffic, including, including traffic signals, road closures and traffic diversions. Compounds will also be set up at strategic locations, one located at the Kronospan site and one at Afon Bradley Farm, along with 3 other strategically located smaller compounds for storage of construction materials and staff parking. The Technical Note also outlines an intention to maintain regular engagement with the Public Rights of Way Officer, the Town Council and user groups, such as the Ramblers Association.

The cable routes would also cross the A5 trunk road. The Welsh Government have directed the Council to impose planning conditions to maintain the free flow of traffic along the trunk road.

Subject to the implementation of a Construction Traffic Management Plan to secure the implementation of the traffic management measures outlined in the Technical Note, the Council's Highway Officer raises no objection.

Having regard to the above, the proposed development accord with policy GDP1.

Historic Environment

The application is accompanied by a Impact Assessment (HIA) that considers the potential impact of the development on historic sites and buildings in the area. These include the World Heritage Site, the Grade II* Registered Park and Garden (RPG), the Grade II* listed Brynkinalt Hall, and the Grade II Telford Milestone.

Due to the development being underground except where it connects to the existing 132kV line, there would be no harm to character or setting of any historic sites or buildings or to Chirk Conservation Area. The proposed development therefore accords with policies EC7 and EC9.

Archaeology issues are also considered acceptable subject to Heneb have raise no archaeological concerns, subject to a qualified archaeologist being present during construction due to the potential for sub-surface archaeology. Subject to this being secured by a suitably worded condition, the proposed development would accord with policy EC11.

Natural Environment

The application is accompanied by an Ecological Impact Assessment and an Arboricultural Impact Assessment and an Arboricultural Method Statement.

The Ecological Impact Assessment indicates that the development would not have significant impacts upon protected species, subject to appropriate mitigation measures being put in place, such as avoidance of work during the bird nesting season and precautionary measures in respect of trees with bat

roost potential which require felling. A pre-construction Otter survey is also recommended.

The Arboricultural Impact Assessment identifies that a section of one hedgerow would need to be removed. The Arboricultural Method Statement sets out appropriate measures to protect trees during the construction phase.

The application is accompanied by a Green Infrastructure Statement which indicates that hedgerow planting to replace the section to be lost would be undertaken. The intention is that this would comprise a more diverse range of hedgerow species, thus delivering a net benefit to biodiversity.

The NRW, the Council's Ecology Officer and the Council's Arboricultural Officer raise no objections subject to suitably worded conditions to require the implementation of ecological mitigation and tree protection measures.

Having regard to the above, the proposed development accords with PPW12 and UDP policies EC4 and EC6.

Flood Risk

A small part of the application site lies within Zone 3 as defined in Flood Maps for Planning and is therefore at risk of flooding. However, given the scale and or nature of the proposed development, which entails mainly underground trenching, the development would not be at unacceptable risk of flooding nor give rise to an unacceptable risk of flooding off site. It therefore accords with policies GDP1 and EC12 of the Wrexham Unitary Development Plan and Technical Advice Note 15.

Other Considerations

The Town Council has requested consideration of a community benefit contribution. However, the grant of planning permission could not be made subject to such contributions. Although financial contributions can be secured by way of a Planning Obligation, national policy and legislation establishes specific requirements that must be met in order to do so.

Welsh Officer Circular 13/97 establishes that a Planning Obligation can only be sought where they meet the following tests:

i) Necessary;
ii) Relevant to planning;
iii) Directly related to the development;
iv) Fairly and reasonably related in scale and kind to the proposed development; and
v) Reasonable in all other respects.

Regulation 122 of The Community Infrastructure Levy Regulations 2010 sets out similar requirements, stating that a Planning Obligation may only constitute a reason for granting planning permission for a proposed development if the obligation is:

a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and

c) fairly and reasonably related in scale and kind to the development.

Unitary Development Plan policy GDP2 states that where the capacity of local infrastructure, including community facilities, is likely to be deficient as a result of new development, a Planning Obligation will be negotiated whereby the development provides the additional capacity or provides funding for the Council to deliver the additional capacity.

The Town Council has not identiied any specific infrastructure that would not have sufficient capacity to accommodate the proposed development. Indeed, given the type of development proposed, there would be no direct and long term impacts upon local infrastructure arising from it once operational.

Having regard to the above, the statutory tests for seeking a Planning Obligation have not been satisfied. The proposed development would also not conflict with policy GDP2 on this matter.

Conclusion

The development would provide significantly enhanced grid connection and therefore security for Kronospan and would not give rise to visual impact, residential amenity, highway safety, ecological or historic environment concerns. It therefore accords with the relevant UDP policies.

Condition(s)

1. The development shall only be carried out in strict accordance with the details shown on the following plan(s) and document(s) and detail submitted in support of the application.
Block plan - drawing number C3156-PBU-PRO-02 - Rev 0.
Connection points working areas - drawing number 8000 250 RevC
Cable configuration connection drawing number EDES-1249-200-001 RevP04.
Terminal Pole, (as built) drawing number LDT - ENA 4350-16 Rev C1.
Cables plan drawing number EDES-1249-101-002 Rev P02.
Installation of 2 bores - drawing number C3156 -PBU-PRO-01 Rev 0.
Ecological Impact Assessment Report, reference: P_Ax_04_EclA_Rev03, dated 14/01/2026, Ecology Consulting Ltd, information to inform a Habitats Regulations Assessment detail, - reference: P_Ax_04_R_Kronospan 132kV_HRA dated 14/01/2026, Ecology Consulting Ltd
'Kronospan 132 KW cable installation framework Construction Environmental Management Plan

2. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.

3. Development shall not commence until a Construction Environment Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Environment Management Plan shall include, but not necessarily be limited to:

a) Measures to control noise and dust during the construction period
b) Hours of work;
c) Pollution prevention measures
d) Prior construction otter survey
e) Measures to be implemented during the construction period to protect bats and otters.
The approved Construction Environment Management Plan shall thereafter be adhered to for the duration of the construction period.

4. Within 3 months of commencement of commencement of development, full details of the proposed hedgerow planting described in paragraph 5.3.3 of the Green Infrastructure Statement, Reference 5185-GIS dated November 2025 shall be submitted for the written approval of the Local Planning Authority. The details shall include:
1. The location and length of hedgerow to be planted
2. The hedgerow species mix to be planted
3. A timetable for the planting to take place
Hedgerow planting shall take place in accordance with the approved details.

5. No part of the development shall commence until a detailed Construction Traffic Management Plan, (CTMP), 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); and
Provision of suitable wheel-wash equipment at all construction sites.
The approved CTMP shall thereafter be adhered to for the duration of the construction period.

6. No development shall commence until a detailed photographic condition survey of the adopted highway(s) and associated infrastructure adjoining the development site (which includes the side and rear lanes which are adopted highway) has been submitted to and approved in writing by the Local Planning Authority. The survey shall include the carriageway, footways, verges, kerbs, drainage features, street furniture and any other highway assets likely to be affected by the proposed development works. Within one month of the completion of the development hereby approved, a further photographic condition survey of the same areas shall be submitted to the Local Planning Authority, together with a scheme (and timetable)

for the reinstatement or repair of any damage attributable to the development works. The approved scheme of reinstatement shall be implemented in full accordance with the approved scheme and timetable.

7. Development shall not commence until the following has been submitted to and approved by the Local Planning Authority:
a) Details demonstrating that all geotechnical reporting has been completed and certified in accordance with the requirements of CD 622 of the Design Manual for Roads and Bridges (DMRB); and
b) A contingency plan to mitigate any potential risks to the A5 trunk road in the event of an operational failure, 'frac-out' or any carriageway settlement associated with the HDD operation . The contingency plan shall include:
i. Details relating to the monitoring of the site i.e. prior to, during and post-completion of the works (possibly longer term, should this be deemed necessary)
ii. The inclusion of a closure and diversion plan to be implemented, should an issue that would adversely impact users of the SRN. This should include the details of contacts with 24hr availability
iii. The provision of a Remediation Plan to be enacted in the case of any failure during the works
iv. Details of a Maintenance period following the conclusion of the works, in the event that any issues may arise at a later date (i.e. carriageway settlement etc).
The development shall thereafter be carried out in accordance with the approved details.

8. The development shall not commence without a suitably qualified archaeological contractor present for the undertaking of any groundworks within the development area so that a scheme of archaeological monitoring and recording can be conducted. The archaeological monitoring and recording must meet the standards laid down by the relevant Chartered Institute for Archaeologists Standard and Guidance and will be completed in accordance with a written scheme of investigation, which shall have first been submitted to and approved in writing by the Local Planning Authority.

A copy of the resulting report should be submitted to the Local Planning Authority and the Planning Archaeologist, email: neil.bayliss@heneb.org.uk.

After approval by the Planning Authority project data must be submitted and approved for inclusion in the Heneb: Clwyd Powys Archaeology Historic Environment Record. The full digital archive must also be submitted and approved for inclusion within the National Monuments Record, RCAHMW.

9. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

Reason(s)

1. To comply with Section 71ZA(2) of the Town and Country Planning Act, 1990.

2. To comply with Section 91(3) of the Town and Country Planning Act, 1990.

3. In the interests of amenity, environmental protection and to protect statutory protected species in accordance with Policies GDP1 and EC6 of the Wrexham Unitary Development Plan.

4. To ensure the development delivers net benefit to biodiversity in accordance with paragraph 6.4.5 of Planning Policy Wales 12.

5. In the interest of safety and the free flow of traffic on the adjoining highways and to comply with Policy GDP1 of the Wrexham Unitary Development Plan.

6. In the interest of managing the condition and safe operation of the highway and to comply with Policy GDP1 of the Wrexham Unitary Development Plan.

7. In order to ensure and maintain the free flow of traffic and to comply with Policy GDP1 of the Wrexham Unitary Development Plan.

8. To secure preservation by record of any archaeological remains which may be revealed during the consented development and to comply with Policy EC11 of the Wrexham Unitary Development Plan.

9. To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment and to comply with Policy EC13 of the Wrexham Unitary Development Plan.

Notes

The proposed development may be subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore may require approval of Sustainable Drainage Systems (SuDS) features, in accordance with national standards, and is strongly recommended that the developer engage in pre application consultation with the Local Authority, as the relevant SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr

Cymru Welsh Water is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to SAB consultation. In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

The applicants are advised to liaise with the Local Community Council with regards to construction traffic management and are advised to take note of points a s set out in their final response to the application.