



Development Control
Wrexham County Borough Council
16 Lord Street
Wrexham
LL11 1LG

Eich cyf / Your ref P/2022/1080

Ein cyf / Our ref 23/NM-5416

30 January 2023

Dear Sir/Madam,

**TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES)
ORDER 2012:**

KRONOSPAN LTD HOLYHEAD ROAD CHIRK WREXHAM

**CONSTRUCTION OF NEW ACCESS ROAD, LORRY PARK, WEIGHBRIDGE AND BUILDING, CAR
PARK, FACILITIES BLOCK, ROUNDWOOD STORAGE AREAS ,132 KV SUBSTATION AND
ANCILLARY WORKS**

I refer to your consultation of 9th January 2023 regarding the above application, and advise that the Welsh Government as highway authority for the A5 trunk road directs that planning permission is not granted at this time as the applicant has provided insufficient information to determine the application.

The applicant must provide the following information to support this application or resubmit the application with the following details;



1. Clarity is required on the exact use of the lorry park. The TA, section 4.7, suggests that employment levels at the facility are unlikely to change. It does not however confirm that vehicle numbers will not increase. If the lorry park is proposed to be used by non-delivery vehicles i.e. by vehicles to simply park at the lorry park, this could increase the use and the volume of traffic on the trunk roads. Confirmation is required on the exact proposed use of the lorry park along with confirmation that only delivery vehicle directly delivering to/from Kronospan Site will use the proposed lorry park.

Without further information, the below draft conditions may be directed, as a minimum:

- a. Lorry park is strictly limited for use by vehicles immediately and directly delivering or collecting from the Kronospan Site. This is to ensure HGV traffic generation is minimised and limits the impact on the public highway from future increases. Charging for parking, sub letting or renting any part of the lorry park is strictly prohibited.
- b. Traffic management during the works must be manually overseen, between 0700 and 1900, so that traffic queuing towards the trunk road will never exceed 80% of the available space between any traffic signals and the trunk road. This is to ensure the free flow of the trunk roads at all times.



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- c. A Construction Site & Traffic Management Plan (CSTMP) shall be submitted and approved in writing by the Local Authority, in consultation with Welsh Government, prior to the commencement of any site works including demolition. The CSTMP scope must be agreed with the Local Authority prior to its development. The approved CSTMP, including any agreed improvements or works to accommodate delivery vehicles where required along the route, shall be implemented as agreed in writing with the Local Authority, prior to the commencement of any site works. The CSTMP must include (as a minimum):
- a. Site compound location details;
 - b. Detail the temporary accesses.
 - c. On-site parking provisions which must adhere to LPA Parking Standards and include provision of oversized parking bays and visitor parking bays.
 - d. Proposals for the routing of delivery vehicles (for materials and plant) from origin to site including how route will be communicated to relevant drivers (notices, leaflets, plans, emails, signage etc.);
 - e. Scheduling and timing of deliveries taking account of WG highway embargo periods;
 - f. Loading and unloading proposals/method statements;
 - g. Storage of plant and material used in constructing the development;
 - h. Travel Management Plan;
 - i. Details of on site wheel washing facilities and/or positive measures to ensure no mud or debris amasses on any part of any vehicle connected with the development which could then be deposited on the public highway;
 - j. Cleansing proposals of the Public Highways due to the development (if applicable);
 - k. Information on the safe management of junctions for continued use by non-motorised users due to the impact of construction vehicles/HGV movements and/or a material increase in use of junctions;
 - l. Technical note assessing the impact of road closures, lane closures, contraflow working or any traffic signals proposals will have on the local road network to assess the diverter trips of the normal traffic flow to audit the safety impact for all modes of transports on the road networks. TN must also detail required mitigation works to be provided and maintained by the development until free flow traffic conditions return to the road network;
 - m. Bilingual (Welsh above English) traffic management signs schedule and location plan (to The Traffic Signs Manual and The Traffic Signs Regulations & General Directions specifications).

If you have any further queries, please forward to the following Welsh Government Mailbox
NorthandMidWalesDevelopmentControlMailbox@gov.wales

Yours faithfully



Jason Ingram