

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Head of Economy and Planning
Our Ref:	ET/DC/MM/P/2022/1080	FAO:	Gwyn Humphreys
		Your Ref:	P/2022/1080
Date:	31 October 2023		

**Land immediately adjacent Kronospan Ltd, Holyhead Rd, Chirk, LL14 5NT
North access road, lorry park, roundwood storage areas and associated structures, 132kV
substation and ancillary works**

Further to your email / consultation dated 03/08/2023 in respect of the above, I comment as follows:

The applicant has provided additional information in response to previous WCBC highways comments. This comprises:

- Kronospan Response to LHA Consultation Response, Technical Note 01, Axis, June 2023
- 3046-01 Transport Assessment Addendum, July 2023

A review of the above additional information forms the basis of this response. Items previously requested by WCBC are noted below in bold.

The proposed development has been revised with a reduction in the number of HGV parking spaces from 91 to 45.

Access

An alternative site access arrangement could be taken from an additional arm of the A5/B5070 Whitehurst Roundabout linking to the north of the proposed development. This would remove the need to create a new roundabout on the B5070 and to alleviate some of the existing congestion on the network during peak periods.

WCBC have modelled a proposed four-arm arrangement of the roundabout in ARCADY using the March 2022 base flows provided in the Transport Assessment. This indicates that with the addition of development flows a four-arm roundabout would, in principle, perform within capacity.

WCBC request the applicant considers the above proposals as an alternative site access. It is noted any future arrangement would also need agreement with North and Mid Wales Trunk Road Agent (NMWTRA) who manage the A5.

WCBC highways agree in principle with a proposed speed limit reduction from 50mph to 40mph on the B5070.

Lorry park trip generation

The applicant has confirmed HGV trips associated with the development will comprise existing movements that already take place as part of Kronospan operations. These will be transferred from the southern access to the new northern access road. It is proposed the revised arrangements would be enforced by a routing strategy. This is accepted.

Southern lorry park status

The applicant has confirmed the existing lorry park at the southern extent of the existing Kronospan Facility would be retained. All HGVs would access and egress the site via the proposed north access road. This is accepted.

HGV parking spaces

The TA Addendum notes *'although the proposed lorry park is reduced in size (from 91 to 45 HGV spaces), this is not expected to result in a reduction in the proposed traffic generation'*.

This is a noticeable reduction in HGV parking against the previous proposal for 91 spaces. While it is noted HGV trips will comprise transferred trips from the existing southern HGV parking area, this in itself appears to have in the region of 70 to 80 spaces at present.

WCBC request the applicant provides justification for the number of HGV parking spaces proposed. This is to ensure there is sufficient parking to accommodate the maximum number of HGVs on site at any one time.

Restrictions to prevent inappropriate usage of lorry park

Appropriate signage would be installed at the proposed site access denoting HGV parking on private land. This is accepted.

Weighbridge parking

The applicant has confirmed the weighbridge car park would not generate any additional traffic. It is proposed this would comprise the relocation of existing staff parking from elsewhere on the site. This is accepted.

Swept Path Drawings

The applicant has provided revised swept path drawings within Appendix A of the TA Addendum. These demonstrate HGV parking and turning provision within the site along with vehicle access via the North Access Road. These are accepted.

Subject to agreement in principle on the proposed site access, the following further information is required for approval:

- The applicant considers the feasibility of an additional arm on the A5/B5070 Whitehurst Roundabout for site access.
- Evidence that the number of HGV parking spaces proposed is appropriate.



Chief Officer, Environment & Technical