

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:	20 th February 2024		

**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 and 20/10/2023 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
- 3333-01 Transport Assessment Addendum 2, September 2023
- Revised Proposed Development General Arrangement Plan Rev B September 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 Roundabout Design

The applicant proposes to retain the proposed compact roundabout design rather than providing a normal roundabout on the grounds that the speed limit on the roundabout will be reduced from 50mph to 40 mph. The applicant refers to Paragraph 2.3.3 in CD 116 of the Design Manual for Roads and Bridges (DMRB) which states that either a compact or a normal roundabout may be provided for roads with a posted speed limit of 40mph or below.

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

However, HGV traffic levels turning right to enter the site off the B5070 necessitate a right-turn lane on the B5070 (north) arm, **which is not possible with a compact roundabout design. Therefore, a normal roundabout is still required.**

The applicant will therefore need to provide revised drawings for a normal roundabout with specifications detailed in WCBC's response dated 09/05/2023, as well as the associated documentation specified in that response.

Consideration of Alternative Arrangement

WCBC suggested the applicant considers alternatives to the proposed roundabout. 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. Can this be discussed if the larger roundabout on B5070 is not feasible, or concerns over traffic flow remain. WCBC believe this option would alleviate some of the existing congestion on the network during peak periods.

It is noted any future arrangement would also need agreement with North and Mid Wales Trunk Road Agent (NMWTRA) who manage the A5.

Construction Traffic Changes

Transport Assessment Addendum 2 contains information on revised construction traffic. Construction Traffic is expected to increase on account of the removal of a bund from the design which was submitted in the original application. This will result in increased construction traffic due to an increased amount of soil exported from the site. The original TA estimated around 200 HGV two-way movements per day generated by the construction period. The revised traffic assessment estimate this will increase to 224 per day. The methodology for the calculation is accepted.

It is noted that the change makes only a minor difference to the expected traffic increase at the B5070 Holyhead Road / A5 Roundabout and the A5 / A483 Roundabout (Halton Roundabout)

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.

Conclusion

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

- The applicant should provide revised drawings for a normal roundabout with specifications detailed in WCBC's response dated 09/05/2023, as well as the associated documentation specified in that response.
- In addition to the above, based on this Officer's experience the traffic north bound on the B5070 can regularly back up considerable distance. We would like to discuss an alternative option with the applicant if we can arrange directly.
- Evidence that the number of HGV parking spaces proposed is appropriate.

Further to the above:

- A S278 condition is required for all highway works and a S38 condition is required for adopted highway works associated with the development.



Chief Officer, Environment & Technical