

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Gwyn Humphreys
Our Ref:	ET/DC/MM/P/2022/1080	Your Ref:	P/2022/1080
Date:	12 March 2024		

Kronospan Ltd, Holyhead Road, Chirk, Wrexham, LL14 5NT:

CREU FFORDD FYNEDIAD NEWYDD, PARC LORIS, PONT BWYSO AC ADEILAD, MAES PARCIO, BLOC CYFLEUSTERAU, ARDALOEDD STORIO COED CRWN, IS-ORSAF 132 KV A GWAITH ATEGOL / CONSTRUCTION OF NEW ACCESS ROAD, LORRY PARK, WEIGHBRIDGE AND BUILDING, CAR PARK, FACILITIES BLOCK, ROUNDWOOD STORAGE AREAS, 132 V SUBSTATION AND ANCILLARY WORKS.

With reference to your email consultation dated 03/08/2023, 20/10/23, updated Technical Note February 2024 and our meeting dated 29th February 2024 we advise as follows:-

It is acknowledged that this proposal is an improvement to the existing uncontrolled T junction within the village centre.

We also accept the argument regarding single lane approaches, which minimise the risk of the tail of an articulated HGV approaching southbound swinging out and clashing with a cyclist or motor vehicle in the first lane, when the HGV is turning right in the 2nd lane.

I refer to the discussion regarding a reduction in speed limit proposed from 50mph to 40mph at the applicant's expense along the B5070. Following the meeting, we refer to WCBC's planning department advice that the following wording could be conditioned:

No development shall commence until a scheme for the reduction in the speed limit along the B5070 from 50mph to 40mph, so that the site access and new roundabout are located within the 40mph zone, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented as approved prior to the construction of the roundabout junction shown on plans @@@.

We note your assurances that systems to manage loading and unloading will significantly reduce the risk of tail backs entering or exiting the plant. The site road also provides for a significant amount of vehicles queuing, if needed.

Some adjustment to the Active Travel cycle route in consultation with Gwen Thomas in Active Travel may be required, but we would hope this can be agreed within the S278 to ensure an Active Travel crossing is provided. This should consider options such as:

- A raised table,

- Relocating the crossing set back from the junction,
- Appropriate bi lingual signage,
- Illumination and road markings.

Conclusion

Consequently, we have no objection to the proposal subject to:

- a) A condition reducing the speed limit from 50mph to 40mph speed limit as noted above
- b) A stage 1 Road Safety Audit being carried out to validate Active Travel and traffic flows prior to submission of the S278 application.
- c) Final detailing of the Active Travel path / cycle route being agreed (as part of the s278 design)
- d) A prestart condition being applied requesting a CTMP to ensure that the works are carried out safely and with minimal disruption to traffic flow, particularly avoiding any traffic build up back to the A5 roundabout to the North. We note this is also referred to in the Welsh Government response dated 11th March 2024



Chief Officer, Environment & Technical