



Llywodraeth Cymru
Welsh Government

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

01 March 2024

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 03/08/2023 regarding the above planning application and advise that the Welsh Government as highway authority for the A5 and A483 trunk roads directs that any permission granted by your authority shall include the following conditions:

- 1) Welsh Government is the Highway Authority for both the A5 and A483 trunk roads in the area of the development. As part of the local Highway Authority agreed tactical diversion route for trunk road incidents, climatic & high wind events and planned/unplanned maintenance activities on the trunk road, the parallel B5070 is used as an agreed strategic alternative route for trunk road traffic when restrictions are in place on the A5/A483. The construction of the new entrance and roundabout on the B5070 has the potential to disrupt this provision and adversely impact highway resilience in the wider area. A fully detailed Method Statement/Construction Traffic Management Plan (CTMP) for the proposed works must be provided and agreed with Welsh Government. This needs to take into account the strategic diversion route nature of the B5070, the potential disruption to the planned works, large vehicle sizes and high traffic flows associated with an emergency trunk road closure and diversion scenario. Ensuring that any temporary traffic management restriction in place on the B5070 can cope with this unplanned but likely situation.
- 2) The developer should consult with our Trunk Road Agent (NMWTRA) so that constraints on vehicle movements such as traffic management embargo periods, route traffic sensitivity, temporary roadworks and other highway restrictions are included in the CTMP and that relevant roadspace for any temporary traffic management required can be reserved and programmed into the construction phase.



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Sarn Mynach
Cyffordd Llandudno
LL31 9RZ

Sarn Mynach
Llandudno Junction
LL31 9RZ

- 3) The new entrance proposals move the connection point of the site access approximately 1km nearer to the busy A5/A483 junction at Halton, reducing the available queuing length for HGV vehicles considerably, particularly during the construction phase. To ensure that traffic queuing towards the trunk road interface does not exceed 80% of the available space between any temporary signals and the trunk road temporary traffic light signals must be manually overseen at peak times to prevent traffic backing up onto the trunk road network and impacting road safety.
- 4) 4. The use of the new lorry park must be limited for use of vehicles immediately associated with the operation of the Kronospan site. This is to ensure that additional HGV traffic generation is minimised and managed. Use of the parking area by external commercial operators or sub-letting/renting any part of the site should be strictly prohibited, to minimise adverse impacts on the external highway network.

The above conditions are included to maintain the safety and free flow of trunk road traffic.

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

Yours faithfully

Kevin Price



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LL31 9RZ

Sarn Mynach
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