

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Head of Environment and Planning
Our Ref:	ET/DC/MM/P/2022/1080	FAO:	Gwyn Humphreys
		Your Ref:	P/2022/1080
Date:	5 May 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 the Transport Assessment prepared by AXIS on behalf of the applicant, I comment as follows:-

The application is for a 91 space lorry park at the Kronospan site in Chirk, Wrexham. Vehicle access would be from a new access road and roundabout on the B5070 north of Chirk.

Access

The applicant proposes the site will be accessed from a new priority-controlled roundabout located at the existing Holyhead Road / Old Black Park Road / Afon Bradley Farm access road staggered junction. This will facilitate access to the new site to the north of the Kronospan site via a new internal access road (referred to as the 'North Access Road'). The North Access Road would be reached from the western arm of the new roundabout.

The proposed roundabout layouts provided by the applicant (Ref. 3046-01-D01 & 3046-01-ATR01) indicate a compact roundabout design. A standard roundabout should be provided to accommodate the level of HGV movements to and from the site. This should comprise two circulatory lanes and a flared two-lane entry at the B5070 north arm. The right entry lane should be of sufficient length to accommodate a right turning HGV with the left lane for general traffic.

Updated swept path drawings will need to be provided for any revised roundabout design to demonstrate all vehicle movements can be accommodated.

Consideration should also be given to the gradient of the approach arms to the roundabout as part of the vertical alignment of any future design.

The CD116 roundabout compliance checklist provided by the applicant within the Transport Assessment notes the speed limit on the B5070 will be reduced from 50mph to 40mph. WCBC have no plans at present to reduce the speed limit from 50mph on this section. In principle WCBC offer no objection to the reduction of the speed limit however this would be subject to approval from WCBC Traffic Management team and would also be subject to statutory consultation to amend the Traffic Regulation Order (TRO).

The applicant has provided visibility splays of 2.4m x 120m appropriate for a 40mph speed limit. Revised visibility splays should be provided in line with TAN18 for 50mph.

The proposed roundabout design should be agreed in principle with WCBC as the local highway authority prior to any planning determination. This should also include agreement on limits of highway adoption for the new roundabout and the North Access Road, if applicable.

Road Safety Audit

An independent Stage 1 Road Safety Audit has been undertaken of the submitted highway design. This identified four items. An audit response form has been prepared by the applicant which partly addresses the audit recommendations.

A Stage 1 Road Safety Audit will be needed for any revised roundabout design and will be reviewed by WCBC as the overseeing organisation.

Trip Generation

To understand the trip generation associated with the proposals, further clarity is requested on:

- whether HGV trips to and from the new facility will solely comprise trips related to the existing Kronospan operation.
- how access into the lorry park would be managed to restrict non-Kronospan trips given the HGV driver facilities proposed.
- whether the existing lorry park facility, located south of the existing site access road, would be lost as part of the proposals.
- the proposed daily traffic levels associated with the lorry park. This could be provided in the form of a 24 hour flow profile detailing the parking accumulation for the 91 space lorry park.
- the proposed daily traffic levels associated with the new weighbridge car park comprising 32 spaces and whether these will be new trips or relocated from the existing site.

Junction Capacity

A junction capacity assessment has been undertaken of the proposed roundabout junction using the Junctions 10 ARCADY package. This concludes that the proposed junction, in its current design, would operate within capacity.

A junction capacity assessment will need to be provided for any updated roundabout design.

Parking and Turning Provision

The submitted proposed site layout plan ('Planning Drawing 1') appears to indicate the provision of 91 HGV lorry spaces.

Vehicle tracking will need to be submitted to demonstrate HGV parking and turning provision within the site along with vehicle access and egress via the North Access Road.

Construction Traffic

Construction is estimated to occur for a period of three years between 2023 and 2026. Chapter 5 of the Transport Assessment estimates construction traffic of 200 two-way HGVs per day.

Peak hour flows would comprise 48 construction trips in both the AM and PM peak network hours of which 17 would be HGVs. A high-level link flow assessment has been produced for the 2026 scenario for all arms of the B5070 / A5 roundabout and the A5 / A483 Halton roundabout. This indicates total construction traffic would be below 5% across all arms. The highest proportional HGV impact is predicted to be on the B5070 Holyhead Road in the PM peak with a 24% increase in HGVs however this is reflective of a low absolute baseline.

Overall construction vehicle trips are predicted to be in the region of around 30 two-way peak hour movements and under a 5% increase. This is considered to be reasonable in accordance with TAN18 paragraph E.4.

Construction Traffic Management Plan

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan (CTMP) including details of contractor parking and appropriate routes for construction traffic. This could be included as a planning condition should an application be supported.

Conclusion

Subject to agreement on the proposed roundabout design, should an application be supported, the development shall not begin until the local planning authority has approved in writing a full scheme of works for a new roundabout junction of the B5070 / Black Park Road / North Access Road and improvements to the B5070. The occupation of the development shall not begin until those works have been completed in accordance with the local planning authority's approval and have been certified in writing as complete by or on behalf of the local planning authority.

The following further information is required for approval:

- Revision to the proposed roundabout design for the consideration of WCBC
- Any updated roundabout design would require:
 - Revised swept path drawings
 - Revised visibility splays
 - A new junction capacity assessment
 - A new Stage 1 Road Safety Audit
- Additional clarity on the proposed trip generation associated with the proposals
- Swept path drawings demonstrating HGV parking, turning provision, site access and egress

A handwritten signature in black ink, appearing to be 'R. Khan', is positioned above the title of the Chief Officer.

Chief Officer, Environment & Technical