

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2018/0551	Your Ref:	P/2018/0551
Date:	22 February 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 2872 3824 Kronospan, Holyhead Road, Chirk

Development: Development of an orientated strand board production facility.

I refer to your revised consultation dated 15/02/19

The site has an existing access on to the B5070 Holyhead Road; a classified highway subject to a 30mph speed limit. Visibility at the existing access is concurrent with Welsh Government recommended standards of 2.4 m x 43m in both directions.

The transport assessment submitted with the application has assessed current traffic generation at the existing site. This demonstrates that there are currently 752 HGV movements out of the site over each 24 hour period. 556 of these movements occur between 7am and 7pm – an average of 47 HGV movements per hour.

The proposed development is anticipated to generate an additional 182 movements over the 24 hour period; taking the total number of HGVs to 934 per day. 691 of these movements are anticipated to travel between 7am and 7pm – an average of 69 per hour – or 1 HGV every 52 seconds.

The total anticipated increase in HGV movements at the site equates to approximately 24% over a 24 hour period and a similar 24 % increase over the 7am to 7pm period.

The TA has assessed the operational junction capacity at the Kronospan site access. It concludes there is no problem in theory with minimal associated impacts on queueing.

However there is clear photographic evidence of HGVs queuing at the site access and HGVs parked up on the pavements along B5070 waiting to access the site. Whilst the theory indicates the junction is ok, in practice there can be serious queueing issues at the site access.

Following discussion with Kronospan it appears that the queueing issues are caused by a failure of the weighbridge and a lack of site management when queueing issues occur.

In order to address the issues the applicant has now submitted a site traffic management plan which will be implemented to control these periodic queueing issues. The plan alone is not considered to address all the highway concerns.

It is our opinion that the provision of a third weighbridge should ensure that HGVs are able to processed at all times and will not therefore be forced to queue on the Holyhead Road.

If you are minded to grant planning permission I would recommend that any permission include the following conditions:

CONDITIONS

- The construction of a third weighbridge to be implemented prior to OSB production begins
- The Kronospan Site Traffic Management plan will be implemented in full

Peter Dalmora

an Service Manager Environment