

REPORT OF THE HEAD OF ENVIRONMENT AND PLANNING

DATE – 4th MARCH 2019

APPLICATION NO:

P/2018 /0551

LOCATION:

KRONOSPAN LTD HOLYHEAD
ROAD CHIRK WREXHAM
LL14 5NT

DATE RECEIVED:

04/07/2018

COMMUNITY:

Chirk

DESCRIPTION:

PLANNING APPLICATION FOR THE
DEVELOPMENT OF AN
ORIENTATED STRAND BOARD
PRODUCTION FACILITY

CASE OFFICER:

KH

WARD:

Chirk South

AGENT NAME:

AXIS
MR ANDREW RUSSELL

APPLICANT(S) NAME:

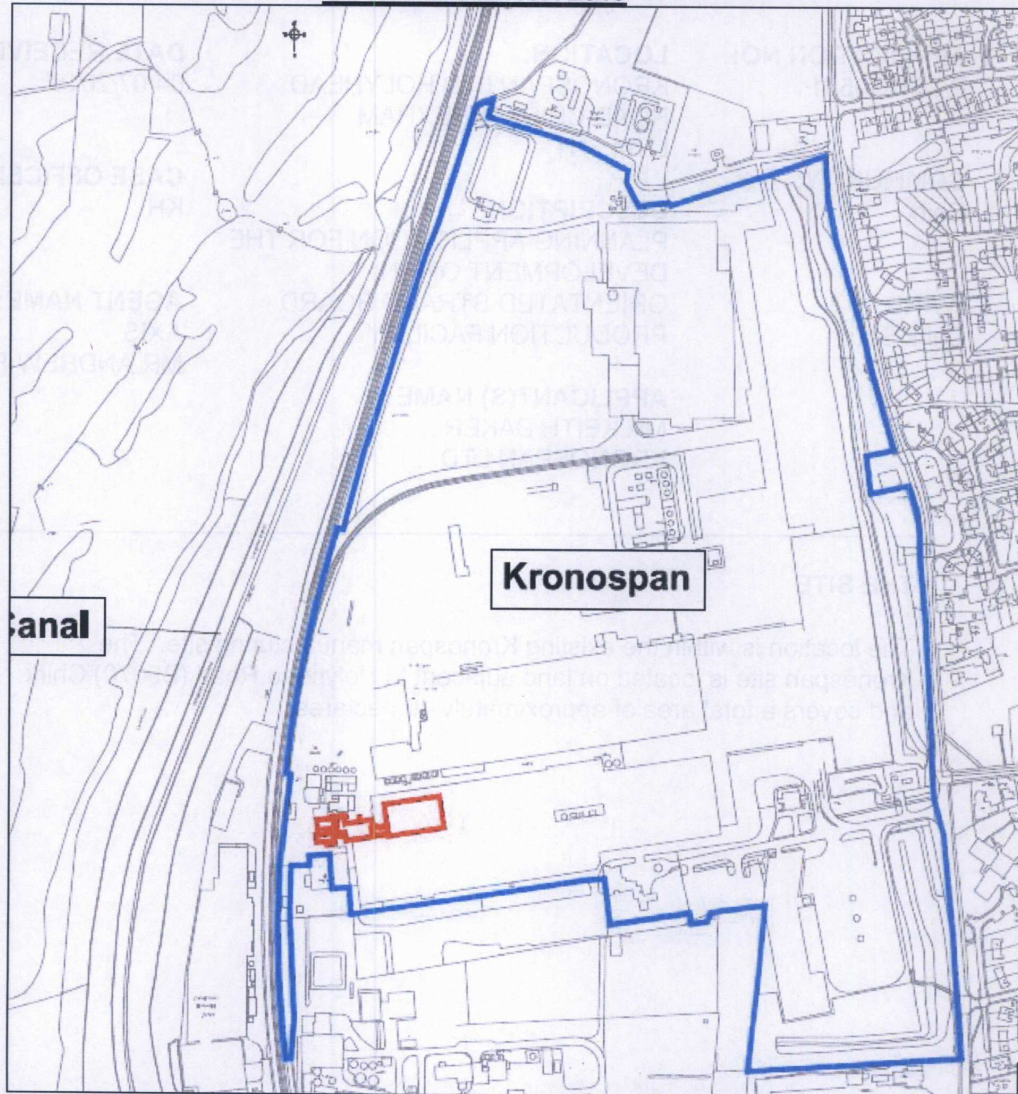
MR KEITH BAKER
KRONOSPAN LTD

THE SITE

The location is within the existing Kronospan manufacturing site. The Kronospan site is located on land adjacent to Holyhead Road (B5070) Chirk and covers a total area of approximately 40 hectares.

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PROPOSAL

The proposed development comprises the development of an OSB production facility. The location of the proposed development within the site has been dictated by process requirements relating to the structure. The height of the OSB blending building and press hall extension are required in order for the material to be fed by gravity into the blender and on to the forming and press line.

The proposed development comprises 2 main components:-

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- A new OSB blending building where the material would be mixed with resin and wax, and
- The vertical extension of the existing press hall to accommodate a new OSB forming line, noting that the existing building within the footprint would be reconstructed to facilitate the vertical extension.

A new quadrating material screener and new sifters would be used to screen the flaked chip for fines and to group by size to ensure the correct sized chip would be used for each layer of board, surface layer or core layer. Chain conveyors would be provided to transfer material from the chip screening equipment to the blending station into the forming station.

The proposed vertical extension is 54m in length, 30.6m wide and provides an additional circa 27,264.63 volume to the existing press hall. The existing building has a maximum height of 11.5m with the building rising to 28m.

The proposed OSB blending building would be located to the west of the press hall and would be 34.6m in length, 23m wide and 33.2m in height. It sits amongst buildings and plant of similar or larger structures. The proposed final colour of the development would be conditioned for further approval.

HISTORY (Most Recent)

P/2017/0700	Development of a Raw Board Store. Refused 06.11.2017. Allowed on Appeal 22.05.2018
P/2017/0416	Replacement of existing wood chip preparation facility to include a building to house new wood chip preparation equipment, development of a new wood chip dryer and assorted sifting, grading and transfer system and demolition of existing structures to facilitate the development. Granted 31.07.2017.
P/2016/0534	Proposed extension to store medium density fibreboard. Refused 05.09.2016.
P/2016/0442	MDF wash water pre-heater. Granted 23.01.2017.
P/2016/0336	Extension to house a new melamine facing (MF) press, following the demolition / re-location of the existing MF departments ventilation system, hydraulic oil and diesel storage tanks, a vehicle filling station, garage service building and other associated infrastructure. Allowed on Appeal 04.05.2017.

DEVELOPMENT PLAN

Within settlement for Chirk. Policies PS1, PS2, GDP1, EC5 and EC7 of the Wrexham UDP refer.

Consideration is also required of the following documents:-

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- Planning Policy Wales (Edition 8, January 2016) and TAN 12 Design (2014)
- Pontcysyllte Aqueduct and Canal World Heritage Site, Local Planning Guidance Note 22 (adopted June 2012).

CONSULTATIONS

Community Council:

Members of Chirk Town Council have recently visited Kronospan. It was a very dangerous site and only having one access is one of the root causes. It seems madness that the operation of this size the number of HGV movements alone must require at least one additional road access point. The present arrangement is not adequate and increasing HGVs by 33% if this application is approved is clearly irresponsible. The B5070 from where all vehicles access the site is a school route and safety and higher concentrations of noise are putting residents at greater risks. The Community Council have seen what happens when the weighbridge malfunctions – queueing HGVs on the B5070 where road users take huge risks in efforts to pass. There is an immediate need for an additional road access to the Kronospan site. Additional houses in the area would add to traffic congestion. Councillors make a strong appeal for independent monitors of levels of pollution and real time readings should be accessible by any resident via phone app or electronic display. The Community Council and residents have a miss-trust in the current arrangements. Noise levels are also of great concern and adding a new production line will make matters worse. Sleep is already disturbed as Kronospan operates 24 hours. The Community Council recommends REFUSAL.

Local Member:

Makes the following comments:-

- Increase in the cumulative noise and already a daily / nightly basis causing a public nuisance that Public Protection and the permit cannot control.
- About 200 extra lorries a day – a third extra on top of what is already going on to the site. Roads are getting blocked and vehicles diverted to Gledrid Lorry Park until there is room in the factory. The condition of the road is deteriorating and costing the Council significant expenditure

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- Water table issues – Concerned that with the number of bore holes on the site will it impact on water pressure.
- Formaldehyde Levels – Who is going to monitor this, with no monitoring equipment in the village at present and relying on Kronospan to monitor. One was set up near the school but no results were made public.
- A planning condition is required to have independent monitoring of formaldehyde and all other chemicals in the atmosphere in Chirk. Suggests The Infants' School, Rhos-y-Waun opposite the Co-op, Lodgevale Park, Chapel Lane.
- Does application mean an increase in dust levels which are out of control at the moment?
- The application came before Chirk Town Council in about 1995 but did not proceed any further for whatever reason.

Public Protection:

The proposed development is subject to a Part A(i) substantial variation with Natural Resources Wales. The varied Permit will contain conditions to control emissions to air, land and water.

The NVC Noise Report demonstrates that the development will not result in any increase of noise at noise sensitive receptors subject to the implementation of Best Available Techniques (BAT) to control noise.

Highways:

The existing access on to the B5070 will continue to be utilised with visibility splays concurrent with Welsh Government recommended standards of 2.4m x 43m. Total increase is HGV movements to the site equates to approximately 24% over a 24 hours period and a similar 24% over the 7.00 am to 7.00 pm period.

Whilst the Transport Assessment 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 queueing at the site access and HGVs parked up on the pavements along the B5070 waiting to access the site. Whilst the theory indicates the junction is acceptable in practice there can be queueing at the access. The addition of a further 182 HGVs in 24 hours period is likely to exacerbate existing traffic issues at the site access.

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However Highways have subsequently indicated that the introduction of a further weighbridge would improve the situation and together with the site management scheme would significantly reduce the instances of queuing on the public highway.

Welsh Government (Department for Economy and Infrastructure): The Welsh Government as Highway Authority for the A5 Trunk Road does not issue a direction in respect of this application. Note to applicant required – Any further development of the site will require a Transport Statement and Capacity Assessment of the A5 / B5070 Whitehurst and the A5 / A483 Halton roundabouts.

Natural Resources Wales: No objection.

Air Quality Assessment – NRW note the Air Quality Assessment for OSB (March 2018). Part 11.3.5 states correctly that the screening distance for road traffic assessment is 200m and Chirk Castle SSSI is further away and does not need to be assessed. It does however, assess the cumulative impact on the River Dee SSSI. Part 11.3.4 indicates that the greatest contribution from road traffic on the River Dee SSSI is 0.5%. In part 11.3.5 the highest contribution from the operation is 20.2%, so the combined total is below 1% of the NOx critical level. Part 11.3.3 indicates that the total NOx is below 70% of the critical level so the combined total of NOx is not likely to be significant on the designated features of the SSSIs. All that is for mean NOx for road traffic.

With regards daily mean NOx part 11.4.4 indicates that the road traffic and the process contributions from the development are below 10% of the daily critical level for NOx. This is not going to be significant.

Above comments are without prejudice to the permit application and NRW reserve the right to alter their opinions if new information becomes available.

Notes to applicant regarding contamination, pollution and prevention.

Canal and River Trust in Wales: The proposed building would be sited within the main cluster of buildings at Kronospan. With no increase in height over and above the existing development. Based upon the provided viewpoints, the installation would not be visible from the Llangollen canal and as such would have a minimal impact on the canal corridor. Based on the information available no further comments to make.

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- CPAT:** Whilst the proposed development will have no direct impact on any recorded archaeology, the new structure may have a visual impact on the buffer zone of the Pontcysyllte Aqueduct and Canal World Heritage Site and the nearby Pontcysyllte Aqueduct and Canal Scheduled Monument (SM De 175). CADW are the primary consultee in this case and must be consulted with the regard to any setting impacts that have been identified.
- CADW:** No objections to the impact on the proposed development on the Scheduled Monument, World Heritage Site and Registered Historic Parks and Gardens listed in their assessment. Consideration is required of National Policy in Planning Policy Wales and relevant TANS. Chapter 6 – The Historic Environment, TAN 24 The Historic Environment.
- Assessment:** Scheduled Monument and World Heritage Site. The application area is in clear proximity to the Scheduled Monument – Pontcysyllte Aqueduct and Canal. However, in the immediate vicinity the canal passes through a tunnel and deep embankment which means most views are blocked. If the proposal will be visible it will be seen as part of the existing complex and plumes of steam viewed as part of the existing processes. Impact will be slight. The proposal is within the buffer zone of the World Heritage Site. The proposed building will be erected within the Kronospan site which existed when the WHS was in incorporated. Whilst it will provide additional large buildings they will not greatly increase the visual impact of the complex. The proposed development will only have a slight, but not significant, impact on the Outstanding Universal Value of the World Heritage Site.
- Registered Park and Garden – Chirk Castle:** Buildings have the potential to be visible from the Garden's eastern slopes as it overlooks the factory complex. Although setting includes the open views beyond the boundary of the park, the proposal will not interrupt significant designed views to the east and north east. Where visible the structures would be seen in combination with other pre-existing elements of the factory. As this already acts to compromise the wider setting of the park any cumulative effect of the proposal on setting are unlikely to have any more than an additional minor adverse impact, which would not be considered significant.

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- National Trust:** Object to the proposed scheme on cumulative landscape harm. National Trust would welcome further discussions on the implementation of the Landscape Strategy together with partner organisations in the World Heritage Site and AONB.
- AONB:** Whilst it will be seen from higher ground it will be seen in the context of the larger Kronospan Complex. Colour of the cladding is important.
- Neighbours:** 29 letters of objection on the following ground:-
- Noise is excessive and this application will exacerbate noise levels day and nights with additional vehicle movements
 - Additional air-borne dust
 - Smell of wood-chip
 - No monitoring of formaldehyde or acrid chemicals and should be monitored at the Infant School, Chapel Lane corner and Lodgevale Park opposite the Co-op
 - Cumulative impact of the development
 - Emissions to air will increase including NOx and formaldehyde emissions
 - Containerised engine to be brought on site in the event gas engines not available. Vent via stack will result in further discharges into the atmosphere
 - Kronospan will need to submit to NRW a proposed programme of monitoring
 - Health and Safety issues generally
 - Increased manufacture of formaldehyde
 - Additional vehicle movements and indiscriminate parking at access on the main road
 - Site not suitable for additional development
 - Impact on heritage assets
 - Scale of the buildings
 - Fires on site which causes concern and the possibility of a major incident
 - Concern regarding the use of resin
 - Increased use of the formalin plant
 - Application is not to improve the environmental impact but increasing the industrial footprint
 - Movements of HGV'S would increase on the main road through the village and whilst railsidings would reduce traffic a large number of HGV'S
 - Would still use the road through Chirk.
 - Difficult to get out of the drive at certain times of the day
 - Noise, dust and diesel fumes are a problem

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- Last 12 months very noisy with upgrading and demolition of buildings. Whilst this has ceased, further increases in production brings with it further concerns.
- Concerned that additional new residential development in the area would result in a further increase in vehicle movements.

SPECIAL CONSIDERATIONS / ISSUES

The Site and its Context: The proposed development comprises the vertical extension of the existing press hall building and provision of a new OSB (Oriented Strand Board) blending building. The location is within the existing Kronospan manufacturing site. The Kronospan site is located on land adjacent to Holyhead Road (B5070) Chirk and covers a total area of approximately 40 hectares.

The vertical extension would be located within the footprint of the existing press hall, in the south western corner of the site and would include the reconstruction of the existing building within the footprint of the development to facilitate the vertical extension. The OSB building would be located to the west of the existing press hall building and would be connected to it by a conveyor.

A number of industrial process facilities are located in the west portion of the site and these facilities are used to process, sort and dry the raw wood materials used in the manufacture of MDF / particle board and include a number of tall structures including stacks that emit clean process emissions to the atmosphere. The tallest structure is the combined heat and power biomass plant stack 70m in height.

A number of process buildings are also located in the northern half of the site including a saw mill, formalin plant and the secondary facility Kronoplus which produces laminate flooring and worktops.

The western boundary of the Kronospan site is formed by the Shrewsbury to Chester Railway. Improved railway sidings have been constructed within the site to enable and increased volume of timber to be brought to the site.

The eastern boundary of the site is formed by Holyhead Road (B5070). The main residential area of Chirk is located to the east of the site with properties lining the majority of the eastern side of the Road. Chirk Town Centre is located to the south east.

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

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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 7.00 am and 7.00 pm an average of 47 movements per hour or 1 HGV every 47 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 7.00 am to 7.00 pm period.

The Transport Assessment 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. In principle, Highways are satisfied with visibility in both directions and no concerns raised in capacity on the adjoining highways. Similarly the Welsh Government (Department for Economy and Infrastructure) has raised no directive in relation to the impact on the trunk road.

On the basis of Highway concerns relating to photographs of HGVs on occasion queueing at the site access and parked along the highway waiting to access the site, the issue has been raised with the applicant who has accepted there have been occasions where queueing has occurred.

The concerns raised by Highways are site management issues and not directly related to the suitability of the access or adjoining highway. This has primarily been due to problems with the weighbridge and in order to eradicate this Kronospan have submitted a Site Transportation Management Plan. The Plan identifies an overspill area within the site for HGVs to enter and wait within the site to eliminate occasional queueing on the highway. In addition further measures are proposed to control the movements of vehicles to the factory at source. More significantly the applicants have accepted the need for a further weighbridge which would alleviate the pressure on the existing. Highways have indicated that they are satisfied the additional weighbridge in addition to the measures proposed in the site management plan will address concerns in relation to queuing on the adjoining highway. This will form a condition of any permission granted.

Highways have also raised concerns regarding restrictions on the Chester to Shrewsbury rail line and bringing logs by rail. Kronospan have provided additional information to clarify the situation and it is Kronospan's intention to import wood required for the OSB production by rail as this assists with production efficiency and this remains their position. This therefore continues to be their position and the central scenario on which the Transport Assessment is based.

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In 2017 the Government confirmed the wish to accelerate the shift from road to rail and improve the capacity and capability of the rail network for freight and this has been reconfirmed this month as the preferred strategy. On this basis the current agreement with Transport for Wales, Kronospan are developing their business to increase greater importation by rail.

The uplift in volume by rail into Kronospan is clearly achievable within the construction phase of the OSB line and takes into consideration the on-going restrictions on the local rail network.

Environmental Effects of the Proposed Development

Noise: A detailed noise assessment is provided with the application. The assessment has been undertaken in accordance with appropriate standards and guidance and the approach agreed with the Wrexham County Borough Council Environmental Health Officer with regards to the assessment of noise impacts from previous development at this site.

The assessment was undertaken to inform and guide the design of the development such that any likely impact on existing dwellings is minimised. Existing background noise monitoring data has been used along with contemporary site specific monitoring to determine the baseline noise conditions at nearby residential receptors.

Observations at the nearest residential receptors indicate that noise from local and distant road traffic and noise from the existing industrial activities form the general noise climate at the nearest receptors.

The proposed development would sit alongside an existing particle board press hall and would generate similar reverberant sound pressure levels within the building to the existing operations. Predicted contributory noise levels from the proposed development are between 25 dB and 37 dB LAeq during daytime and and night time periods at the nearest sensitive receptors.

The background sound levels at night time (i.e. lowest likely) for comparison vary between 40 dB and 60 dB LA90 with residential LAeq levels typically between 43 dB and 60 dB. As such it can be concluded that the proposed development would not result in any increase in existing residual sound levels.

The cumulative effect has also been considered and takes into consideration development undertaken at the site since 2011 which comprises:-

- Development granted planning permission and developed
- Development successfully appealed and will be developed
- Development that has been submitted but not yet permitted (at the time of completing the noise assessment in April 2018)

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Results indicate that the cumulative effect of all new plant consented since 2011 is at least 10 dB below the baseline residual noise and would therefore not cause any increase in residual levels. The cumulative noise level from consented development is also at least 7 dB below base-ground sound levels.

Air Quality: A detailed Air Quality Assessment accompanies the application. The potential environmental effects of the air emissions from the Proposed

Development (in terms of both process and traffic emissions) on human health and ecological receptors have been assessed using detailed dispersion modelling. The results of the modelling have been assessed against relevant air quality objectives and guidance identified from national legislation and National Resources Wales (NRW) / Environment Agency (EA) Guidance Documents.

A range of scenarios have been modelled and reported within Appendix E of the submitted information. Furthermore a series of conservative assumptions have been used in the modelling, the significance of impact associated with the cumulative impact with the consented development.

Public Protection considers the findings of the Air Quality Assessment acceptable.

An assessment of the impacts on ecological receptors in the surrounding landscape has also been undertaken. The assessment has considered designated sites up to 10 km from the proposed development. The assessment has concluded that all identified ecological receptors the emissions from the proposed development are not considered to result in significant effects.

Cultural Heritage Appraisal: A comprehensive Heritage Appraisal accompanies the application identifying assets with the potential to be affected by the proposed development which includes the Pontcysyllte Aqueduct and Canal World Heritage Site and Buffer zone, Scheduled Monuments and Listed Buildings, Chirk Castle and the Historic Park and Listed Buildings, Brinkinallt (Historic Park and Listed Buildings) Whitehurst (Historic Gardens and Listed Buildings) Chirk Conservation Area, Scheduled Monument and Listed Buildings, Offa's Dyke and Historic A5 Monuments.

The report concludes that the construction and operation of the proposed OSB facility would have no impact on the heritage significance of the Local Cultural heritage resource. The statutory consultees have generally concurred with the assessment with no objections from the Canal and River Trust Wales, CPAT, CADW and the Joint Committee following consultation with the AONB Partnership Landscape and Built Environment Working Group.

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The National Trust has objected to the proposal on the grounds of the cumulative impact. However, with the approval of the Landscape Strategy the proposed additional planting will hopefully reduce the impact of the complex from key viewpoints.

Site Management Plan: Kronospan have recently submitted a Site Traffic Management Plan which was developed in 2017 to overcome periodic issues with queues of HGVs turning right into the site. It provides structure to the organisation of incoming vehicles during the Vision 2020 construction, when it was recognised that the works being undertaken and the site were resulting in issues in vehicle logistic challenges within the site. The issues identified included occasional queuing on the B5070, stemming from a number of reasons including:-

- The re-routing of on-site traffic to avoid designated construction areas and construction storage areas
- Relocation of log-yard reception and
- Increased deliveries of brought-in-board and space limitations whilst the Chirk site is restructured

Under normal operating conditions traffic flow is self-managing and well within capacity. This is a function of a well-managed material ordering system, efficient on-site management of traffic (post weighbridge) and provision of a substantial and well organised vehicle holding area within (prior to passing the weighbridge).

As described within the Transport Assessment for the OSB facility the factory has historically operated with HGV levels higher than that predicted once the OSB facility is developed. The efficient HGV logistics system employed at the site during normal operations ensured HGVs did not queue on the B5070. As such on completion of Vision 2020 restructuring works it is anticipated that any HGV management issues will subside even after taking into account the additional vehicle flows associated with the OSB facility.

Nonetheless it is proposed that the mechanisms that have been employed by Kronospan during the recent period of temporary site disruption are integrated into the site operational management system to ensure that any future congestion issues are adequately managed.

On this basis it is proposed that this Kronospan HGV Operational Management Plan becomes a formal operational procedure for the site.

Facilities: There are a number of locations across the site which are used for the temporary holding of incoming HGVs prior to loading or unloading products. These areas are illustrated on Drawing Number 7000/578

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- Lorry Park at entrance with 83 spaces
- 3 marked entrance lanes prior to weighbridge with 18 HGV capacity, segregating vehicles by category
- Log yard – 35 spaces for incoming Timber deliveries
- Product collection – 22 spaces on front and back loading areas plus 5 at Kronoplus
- Standing Trailer Park can be extended to include further 20 spaces

In total this enables 183 HGVs to be held on site, accounting for over a third of the total anticipated daily In-Bound HGVs.

An HGV Marshal is assigned as required to direct incoming HGVs to the relevant holding area. This has been the principal method employed to avoid queueing on the B5070 and has been deemed to be very successful with no traffic queueing complaints received since its implementation.

Part of the HGV Marshal's role is to ensure the above areas remain available. The HGV Marshal reports any transgressions to the Logistics Manager to ensure that sufficient space is made available to manage anticipated vehicle numbers to the site each day.

Monitoring: To ensure that sufficient HGV parking is available a number of Monitoring and Management methods are employed to ensure that:-

- i) Sufficient space is made available for vehicles and
 - ii) That deliveries are planned
- Sales to ensure a realistic loading list is planned for the following day
 - Timber buying to ensure the phasing of deliveries is planned to avoid potential site congestion
 - Weighbridge Operator to monitor flow of HGVs in and out of the site and alert Despatch and Log Yard of any build up to allow contingency plans to be put in place, such as delay of vehicle dispatch from supply companies
 - Logyard Marshals to direct and monitor progress of Timber Delivery vehicles and alert Logyard Manager of any build up to allow contingency plans to be put in place e.g. direction of vehicles to the additional contingency holding areas (listed above)

Actions to be Taken: During periods of high demand or when a traffic build up has been identified (e.g. less than 5 spaces become available in Lorry Park) a nominated Marshal or Marshals are deployed at strategic points on site to control phased movement of vehicles (Lorry Park at Entrance, Front and Back Loading area, other areas as necessary)

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- Advise transport suppliers of the best 'off-peak' times to arrive on site for fast turn around
- Ensure both weighbridges are manned at peak times with 1 In Bridge Operator and 1 Out Bridge Operator to ensure prompt processing
- Keep spare load cells (for weighbridge) as a stock item so that the Maintenance Contractor has the ability to quickly restore weighbridge operation for most faults
- Hire temporary weighbridge for placement on Lorry Park if identified fault is not resolvable
- Stack incoming Timber delivery vehicles alongside rail sidings to alleviate potential issues with product collection vehicles
- In the event that there is an identified cause for potential vehicle congestion e.g. extended weighbridge breakdown or temporary closure at contingency vehicle stocking area, then the Despatch and Goods Inward would liaise with suppliers to allocate specific time slots for collections and deliveries such as eventually is deemed very unlikely following implementation of the other contingency methods outlined above.

Conclusion: The Council's Public Protection team have assessed the potential environmental impacts on the environment in terms of noise, dust, with NRW commenting on the Air Quality Assessment for OSB in terms of the River Dee SSSI with NOx not likely to be significant. The impact on the Cultural Heritage Assets have been fully assessed and I do not consider that the impact will be to the detriment of assets generally although I am aware that The National Trust has raised concerns regarding the cumulative impact of the development. The approved Landscape Strategy should in future years help minimise the impact.

The development forms part of an on-going development programme to ensure the long-term viability of the manufacturing facility and deliver environmental improvements. The Company is seeking to modernise and enhance the site. Plans seek to modernise and enhance the site and enable the Company to reduce its environmental impact, improve operational efficiency and offer new business and revenue streams

Highways have however, raised concerns regarding the increase in vehicle movements and increased number of vehicles waiting to enter the site which will increase highway danger on Holyhead Road. The concerns raised by Highways are site management issues and have been raised with the applicant and the submission of a Site Transportation Management Plan will help eliminate any occasional queueing on the adjacent highway.

Kronospan have provided additional information to help alleviate concerns to prevent vehicles queueing on the Holyhead Road. A traffic management plan is in place to deal with a flood of lorries arriving at the site together and the potential opening of both weighbridges for incoming traffic. Under normal circumstances there is a need to have an incoming and outgoing weighbridge

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as vehicles have to be weighed in and weighed out of the facility. During normal operations there is no requirement for two weighbridges to accommodate the flow of incoming lorries. When there is a risk of a build-up of incoming vehicles then the Traffic Management Plan allows for both

weighbridges to accept incoming vehicles as a priority. The Management Plan will continue to be monitored to ensure the effectiveness of the implementation of the Traffic Management Plan.

To refuse the application on highway grounds would be difficult to sustain. The continued use of the rail sidings will continue to be the central scenario on which the Transport Assessment is based.

I recommend accordingly.

RECOMMENDATION: That permission be GRANTED

CONDITION(S)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. Prior to their use on the development samples of all external facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in strict accordance with such details as are approved.
3. All works in relation to the implementation of this permission, including deliveries to and / or leaving the site, shall be undertaken only between the hours of 7.30 and 18.00 Monday to Friday and 8.00 to 14.00 on a Saturday and at no time on a Sunday or a Bank Holiday.
4. Notwithstanding the approved plans details of the colour of the proposed cladding shall be submitted to and approved in writing by the Local Planning Authority. Works shall only be carried out strictly in accordance with the details as approved and retained thereafter unless otherwise agreed in writing with the Local Planning Authority.
5. The proposed works shall be carried out in accordance with the Noise Impact Assessment (dated 12th June 2018) including the noise mitigation measures.
6. The Site Traffic Management Document shall be implemented in accordance with the details and procedures at all times.
7. Prior to first use of the development hereby approved details of a new weighbridge, to provide a minimum of 3 on site, at the vehicular access to the site from Holyhead Road, shall be submitted to and approved in writing by the Local Planning Authority. The new weighbridge shall be implemented in strict accordance with the details as are approved prior to first use of the development and thereafter permanently retained.

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REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
2. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
3. In the interests of nearby residential amenity.
4. In the interests of the general visual amenities of the area.
5. In the interests of nearby residential amenity.
6. To ensure HGVs do not have to queue on the adjoining highway.
7. To accommodate the additional volume of traffic.

NOTE(S) TO APPLICANT

See advice from Natural Resources Wales and Wales and West Utilities and attached to this decision notice.

