

From: Richard Purser
Sent: 01 September 2023 17:30
To: Gwyn Humphreys
Subject: RE: FIREM - Wrexham Industrial Estate applications

Gwyn

Good afternoon, sorry for the late email on a Friday. Just clearing things before going away next week and this had proven more complicated to set out than anticipated.

In terms of the EOT that is agreed to 6th October per your email lower in the thread.

Second, the two Highway officer comments. The first of the questions was Prime Transport Planning state that issues regarding the design of the site egress onto Clywedog Road South (particularly the location of the tactile paving, details of the footway provision/corner taper, drainage and street lighting) will be addressed as part of information submitted as part of the detailed design process.

Highways require this information to review in order to be able to recommend approval.

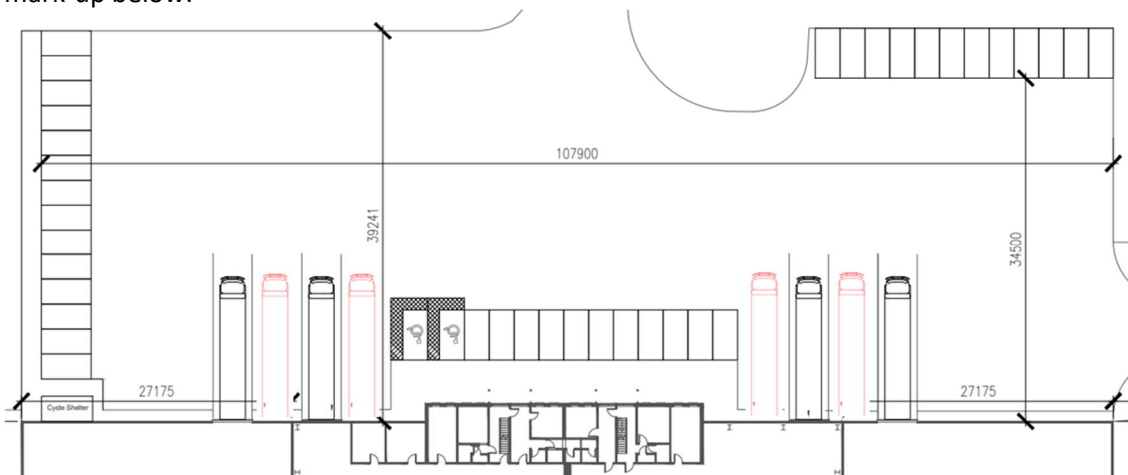
Attached is drawing P22015-001C to provide details of the new egress, tactile paving and footway provision to tie back into the existing. I doesn't include street lighting and drainage which will need to be held over to construction design details which will only be instructed following a grant of permission for agreement under S278 / S38 as necessary.

The second question was:

There is concern from the "ATC HGV Trip Generation" (in Table 2.4 of the response document dated 28/04/2023) regarding the number of HGVs on site in the peak hours and if the site has the capacity (4 HGV spaces are shown on plan P22015-002) for over 4 HGVs. If not, there is a risk that HGVs waiting to access the site may park on the public highway which would be a safety concern.

Further clarification is required regarding the HGV trip generation and the number of HGVs which can be accommodated on site.

The layout includes four HGV loading bays. There is parking space for a further 4 HGVs on site if required as per the mark-up below:



The 8 potential rigs on site would meet the concern from the Highway Authority about waiting to access should more than 4 be present at once. We have also asked DP about its planned future operation and whilst the number of movements is not expected to fall but they expect to have a faster turnover of HGVs on site from efficiency of operations so the prospect of parking additional rigs should be limited rather than routine.

We hope that this allays concerns on this point.

I believe then it remains to wait on hearing from tree and ecology officers, and also the updated WW comments on an application basis on the nutrient permit system.

Kind regards, Rich