

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Matthew Phillips
Our Ref:	ET/DC/MZ/P/2022/1052 Res 4	Your Ref:	P/2022/1052
Date:	10/04/2025		

TOWN AND COUNTRY PLANNING ACT 1990

ESTYNIAD I WARWS PRESENOL, NEWIDIADAU I IARD WASANAETH A MYNEDFA NEWYDD / EXTENSION TO EXISTING WAREHOUSE, ALTERATIONS TO SERVICE YARD AND NEW ACCESS

DRAGON PACKAGING UNIT 47 AND 48 CLYWEDOG ROAD NORTH WREXHAM INDUSTRIAL ESTATE WREXHAM

Grid Ref: E 337228.44 N 349687.15

I refer to your consultation / email dated 25/11/2024 in respect of the above.

In the November 2023 LHA response, the LHA concluded that the applicant was required to provide the following for review:

- Further information is required in relation to drainage arrangements at the proposed exit-only egress onto Clywedog Road South
- Further clarification is required regarding the HGV trip generation and the number of HGV's which can be accommodated on site.

It was also stated that a condition for a S38/278 agreement for the proposed exit-only egress is required on planning approval.

Further clarification was also requested in regards to HGV trip generation and the number of HGV's which can be accommodated on site.

The LHA has reviewed the further submissions which include an additional technical note from Prime Transportation, however, there is little clarity provided in relation to the proposed level of HGV's at the site, the report simply states that the vehicle levels will not double, that the new floorspace will be there to provide extended warehouse space for storage, dispatch and a receiving areas for goods.

The LHA is therefore unsure of the likely trips and the likely accumulation of HGV's on the site. There is additional space for vehicles within the site at the east end of the site in close proximity to the proposed new exit, however, there is concern that despite this there may be insufficient space for vehicles within the site and that this could result in parking / waiting on local roads outside the site. The LHA would recommend that the applicant demonstrates an increased number of HGV bays within the site and suggests that this in co-ordination with a service management strategy

could provide a further enforceable mechanism to ensure that vehicles from the site do not obstruct the local highway network.

The LHA has previously stated that a S38/S278 should be conditioned on any approval granted by the LPA. Amendments are required to the proposed exit, including amending the location of the proposed dropped kerbs and tactile paving away from the widest point on the bellmouth, it is the LHA's view that this should be updated on the plans in advance of any permission being granted.

A SUDS report has been provided and will be reviewed by the WCBC Drainage team.

The existing drainage grate within the proposed entrance will require resiting, usually the LHA would expect two gullies, one at either side of the bellmouth and the provision of an ACO drain to capture any runoff from the site at the new proposed access.

Whilst the LHA is in support of the cycle parking provision within the site, the LHA would request that this is provided as a secure long stay shelter to ensure cycles that are used by staff are stored securely for long term as per the guidance set out in LPG16.

Whilst there are no objections in principle to the proposals, further clarification is required in regards to the HGV parking / loading space within the site. It is considered that the relocation of the car parking spaces from in front of warehouse spaces 1 and 2 to along the north western car park boundary (including relocating the accessible spaces to closest to the cycle shelter) would provide adequate space for HGV's the stack in front of the three warehouse spaces.

The LHA would also recommend that a pedestrian path is laid out for access to the staff entrance from the access to the site and from the car parking spaces to ensure the segregation of pedestrians and HGV's within the site.

The LHA would recommend that a service management plan is conditioned should the LPA be minded to approve the application.

A handwritten signature in black ink, appearing to be 'J. J. J.', is written over a horizontal line.

On behalf of the Chief Officer, Environment & Technical