

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Head of Economy and Planning
		FAO:	Sarah Hill
Our Ref:	ET/DC/MM/P/2022/1052	Your Ref:	P/2022/1052
Date:	22 November 2023		

Dragon Packing Wrexham Industrial Estate Extension to existing warehouse, alterations to service yard and new access.

Further to your email / consultation dated 01/09/2023 I comment as follows: -

History

Highways issued a response to Planning Application P/2022/1052 in March 2023. Subsequently a response to further information received was issued in July 2023

In the July response Highways concluded that:

- 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 HGVs which can be accommodated on site.
- A condition for a s.38/278 agreement for the proposed exit-only egress is required on planning approval.

This memo provides commentary on the additional information received in relation to the comments above.

Drainage arrangements at the proposed exit-only egress into Clywedog Road South

The additional information provided by the applicant does not include the information requested. The applicant provides drawing P22015-001C showing visibility splays, footways and tactile paving similar to that previously submitted. The applicants states that lighting and drainage details will be instructed by the applicant as part of detail design following the granting of planning permission.

As previously requested, further information is required in relation to drainage arrangements at the proposed exit-only egress onto Clywedog Road South. Highways require the requested drainage information to review in order to be able to recommend approval.

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

The applicant has provided a revised layout plan showing that the site can accommodate up to 8 HGVs. The applicant states that it is not expected that the number of HGVs at the site will fall as a result of development but that a faster turnover may occur. The applicant states that the prospect of accommodating more than 8 HGVs will be limited rather than routine.

It should be noted that the applicant in the report prepared by Prime Transport Planning ('Response to WCBC Comments' dated 28/04/23) provided survey data of the existing site and information on expected trip generation of the site with the proposed development in place. Based on a simple accumulation calculation from information included in Appendix 1 'Rounded Average HGV Traffic Generation' it is shown that the site currently generates on average 49 HGV movements per day and maximum daily accumulation of HGVs is currently in the region of 6 vehicles on average. Applying the predicted traffic generation rates for the proposed development included in the same report HGV traffic generation is expected to increase to around 102 HGV movements per day with a maximum accumulation of 12 vehicles on average.

It should be noted that the expected HGV trip generation of the site in table 2.3 of the report is the same as the existing HGV trip generation of the site in table 2.2 which it is assumed to be an error.

Based on the survey information provided it would appear likely that the 8-vehicle capacity storage of the site would be typically insufficient and would be the norm rather than limited. Accordingly, there is a significant risk that HGVs will wait on the public highway to access the site which would be a safety concern.

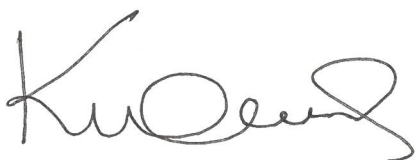
Further clarification is required regarding the HGV trip generation and the number of HGVs which can be accommodated on site.

Conclusion

The applicant is 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 HGVs which can be accommodated on site.

A condition for a s.38/278 agreement for the proposed exit-only egress is required on planning approval.



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