

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Simon Greenland
Our Ref:	ET/DC/MM/P/2021/1101	Your Ref:	P/2021/1101
Date:	14 th January 2022		

Pen Y Bont, Pentre, Chirk, Wrexham LL14 5AW

Change of use of South Western Part of Warehouse from Storage Facility and associated Hardstanding to the Repair and Maintenance of Heavy Goods Vehicles, including Ancillary Vehicle Parking

Further to your email / consultation dated 01/12/2021 in respect of the above, I comment as follows:-

The application submitted is for change of use of a storage facility at a former landfill site, to HGV repairs.

Site Access and Layout

The proposal uses the existing wide access junction to the former landfill site. It is considered that this can accommodate the expected vehicle movements. The site layout submitted appears to show sufficient space for large vehicles to turn.

Traffic Generation

No details have been provided regarding the expected frequency of HGV or other vehicle movements to the site, although parking is proposed for 12 HGVs and 12 cars, including 1 mobility space.

The number of vehicle movements is not a cause for concern as it is not expected that sufficient traffic will be generated to have a significant impact on the highway network. It is, however, anticipated that a high proportion of these will be HGVs, potentially including some very large vehicles.

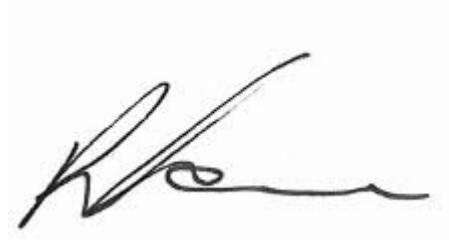
Highway Network

No information is provided regarding the routing of HGVs 'but it is likely that HGV traffic would access the site from the A483 at Halton Roundabout via the A5 and B5605. The B5605 to the north of the site is less suitable for frequent HGV movements, due to the gradient, bends in the road and residential frontage.

Conclusion

The existing site access is adequate for the proposed land use. The traffic volume generated is not expected to have a significant impact on the highway network, however it is suggested that all HGV access be to/from the A5 to the south of the site.

The Applicant should be contacted to confirm that the HGV's expected are not likely to be 'oversized' ie-exceptionally long as this could have access issues close to the site, but this could be mitigated through the use of a banksman.

A handwritten signature in black ink, appearing to be 'R. Owen', is written on a light blue background.

Chief Officer, Environment & Technical