

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0991 **Your Ref:** SJG/P/2021/0991
Date: 26th October 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 366 526 Borrass Quarry, Llan y Pwll, Wrexham.

Development: Importation, processing & storage of road planings and importation and storage of pre-coated chippings.

I refer to your consultation / email dated 25/10/2021 in respect of the above.

I understand that the existing consents at the quarry do not include any conditions which limit the output rates from the quarry or the vehicle movements. I understand that HGVs related to this proposal will continue to access the site using the existing access onto Holt Road via the Gourton Hall roundabout.

In the Transport Assessment which formed part of the 2005 Environmental Statement it was anticipated that the extraction rate at Borrass Quarry could be 820,000 tonnes per annum over a 5.5 day working week for 46 weeks of the year. This would equate to 332 HGV movements per day (158 HGVs in and 174 HGVs out) associated with the exportation of sand and gravel. The current sand and gravel exportation rate from Borrass Quarry is 450,000 tonnes per annum. Based on a 5.5 day working week for 50 weeks of the year the sand and gravel exportation operations generate approximately 164 HGV movements per day (82 HGVs in and 82 HGVs out). This is considerably less than historic rates that were considered acceptable in highways capacity and safety terms.

I understand that up to 74,999 tonnes per annum of road planings will be imported to the site. Based on a 5.5 day working week and a 50 week year the importation of asphalt planings and subsequent exportation of processed RAP will generate approximately 28 HGV movements per day (14 HGVs in and 14 HGVs out). Up to 5,000 tonnes per annum of pre-coated chippings will be imported. It is anticipated that the pre-coated chippings will be imported on a backhaul basis. If the pre-coated chippings could not be imported on a backhaul basis it would generate 2 HGV movements per day (1 HGV in and 1 HGV out). The traffic movements are well within the historic traffic movements associated with the site.

It is therefore assumed that the proposed development will not result in any significant increase in vehicle movements at the site compared with previously accepted anticipated traffic generation.

I would therefore raise no objections to the proposed development on highway grounds.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Note to Applicant:

Public Footpath No.12 - Bieston passes to the eastern side of the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

A handwritten signature in black ink, appearing to read 'Sean Hanratty', with a stylized flourish at the end.

Chief Officer, Environment & Technical