

McCarthy Haulage Site

Redwither

Highway Statement

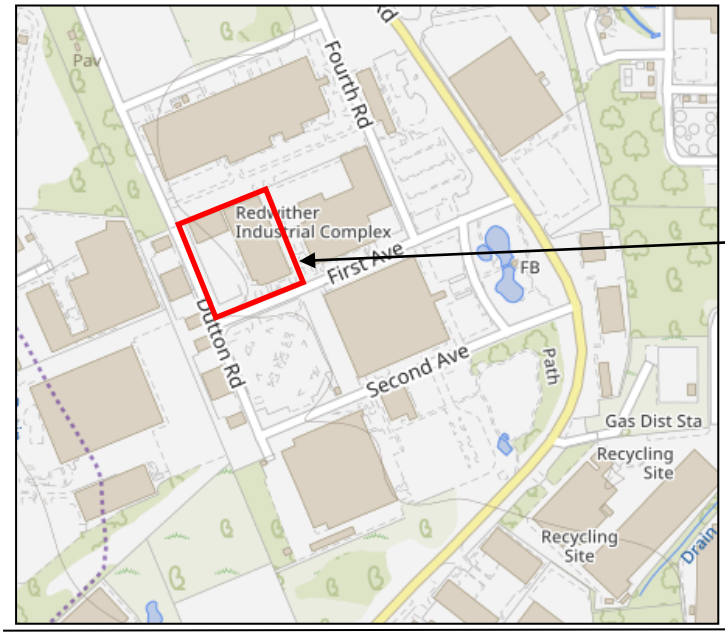
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1 Project Brief

Highway Planning Services has been commissioned to consider the highway implications associated with a change of use of the McCarthy Haulage Site on Redwither Industrial Estate. The proposals involve a change of use from haulage yard to a reclamation centre.

2 Site Location and Description





Application site

2.1 The site consists of offices, warehouses and a yard area including a canopy covering part of the yard. On-site car parking is limited to the provision of four visitor spaces off First Avenue however the site lies adjacent to the Council operated Redwither Tower car park with capacity for 130 cars.

2.2 The warehouse and yard is accessed from First Avenue with the yard area exiting onto Dutton Road.

2.3 The existing site has adequately served McCarthay Haulage as an office, warehouse and distribution centre for a number of years.

3 Development Proposals

3.1 The proposal is to use the existing buildings and haulage yard for the receipt and processing of electrical equipment; all materials will be inspected, and processed for recycling before exported to refineries or other approved outlets.

3.2 This is a change of use application with no significant re-development.

3.3 A pre-application enquiry (ENQ/2025/0102) was submitted to the planning department earlier in the year. The Highway Authority failed to respond to the enquiry but the planning officer requested additional information be submitted with any subsequent application. The highway related comments have been extracted from the planning officer's response and are included as an appendix to this report.

3.4 The planning officer has suggested a number of requirements that would be required in support of any future application, including sight lines, speed surveys and a transport assessment; these requirements are however unjustified for a change of use of this nature. TAN 18 requires the submission of a TA where a change of use would "generate significant levels of movement or are likely to have significant effects on existing patterns of movement" whereas the proposed change of use will in fact reduce traffic movements. This simpler,

Highway Statement is deemed more appropriate than a full TA and will address all relevant issues.

4 Generated Traffic Comparison

4.1.1 McCarthy Haulage have 26 vehicles based on site running both national and local routes. A minimum of 10 lorries operate on a local basis and make an average of 3 trips per day. Total vehicular movements are in the order of **160 per week**.

4.1.2 McCarthy employ 26 drivers on site along with 10 warehouse/office, **a total of 36 employees** all of whom park off-site in the nearby council operated car park.

4.2.1 It is anticipated that the proposed change of use will deal with 6,000 to 10,000 tonnes per year and will require access by articulated lorries (loading and unloading), 20ft/40ft containers (loading), tipper trucks (unloading) and cargo vans (unloading) resulting in a total traffic generation of **less than 80 trips per week**.

4.2.2 The new facility will employ 10 warehouse/yard staff along with 2 managers; a **total of 12 employees.**

4.3 The proposed change of use will result in a reduction in the number of HGV movements to and from the site and a reduction in the number of employees based on site.

5 Road Safety/Accident History

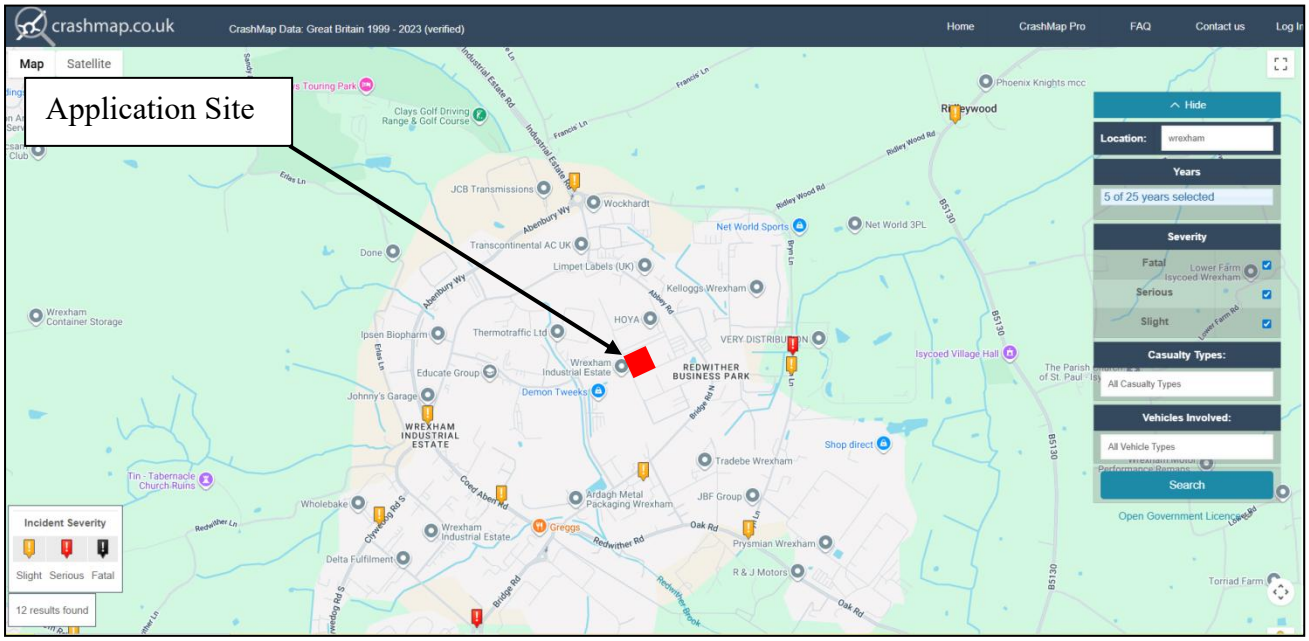
5.1 A search of the CrashMap database shows 12 traffic accidents recorded within the whole of the industrial estate during the latest five year period. None of these incidents are significant in relation to operation of the application site.

5.2 Roads within the whole of Wrexham Industrial Estate are subject to a 40mph speed restriction with the associated junction visibility requirement of 120m in both directions. Due to the nature of the roads in the vicinity of the site, traffic speeds are noticably less than the speed limit.

5.3 There are two points of access to the site but all vehicles exiting the yard will use the Dutton Road access. Dutton Road is a cul-de-sac road, ending at locked gates approximately 25m to the north of the site access. There is a footway and grassed verge (maintained by WCBC Estates Department) along the site side of Dutton Road ensuring that exit visibility will be maintained.

5.4 There is warehouse and visitor car parking space on first Avenue but a footway and wide verges again protect visibility splays.

5.5 The Crashmap data indicates that the site has previously operated as a warehousing and storage yard without incident.



6 Staff Access/Sustainable Travel

6.1 To ensure that sustainable travel options are maximised; the site will produce a staff travel plan prior to operation.

6.2 Wrexham Industrial Estate including the application site is well provided with sustainable travel options.

6.3 WCBC promote Liftshare.com a free to use website to enable people to share lifts with; this not only reduces traffic generation but also helps commuters save money.

6.4 The Industrial Estate is served by public bus service no.41 with buses running between early morning and evening. The Redwither Tower bus stop is within 300m (a 4 minute walk) of the application site.

41A Wrecsam/Wrexham - Queensway - Ystad Ddiwydiannol Wrecsam / Wrexham Industrial Estate

Monday to Saturday except Bank Holidays : Llun i Sadwrn henblaw Gwyliau Cyhoeddus

Days / Dyddiau:												S	NS	S	NS
Wrexham, Bus Station [2]	0530	0630	0725	0825	0925	1025	1125	1225	1325	1425	1525	1625	1645	1725	1740
Market Street	0533	0633	0728	0828	0928	1028	1128	1228	1328	1428	1528	1628	1648	1728	1743
Queensway (West)	0540	0640	0735	0835	0935	1035	1135	1235	1335	1435	1535	1635	1655	1735	1750
Pentre Maelor	0545	0645	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1700	1740	1755
Redwither Tower	0550	0650	0747	0847	0947	1047	1147	1247	1347	1447	1547	1645	1707	1745	1802

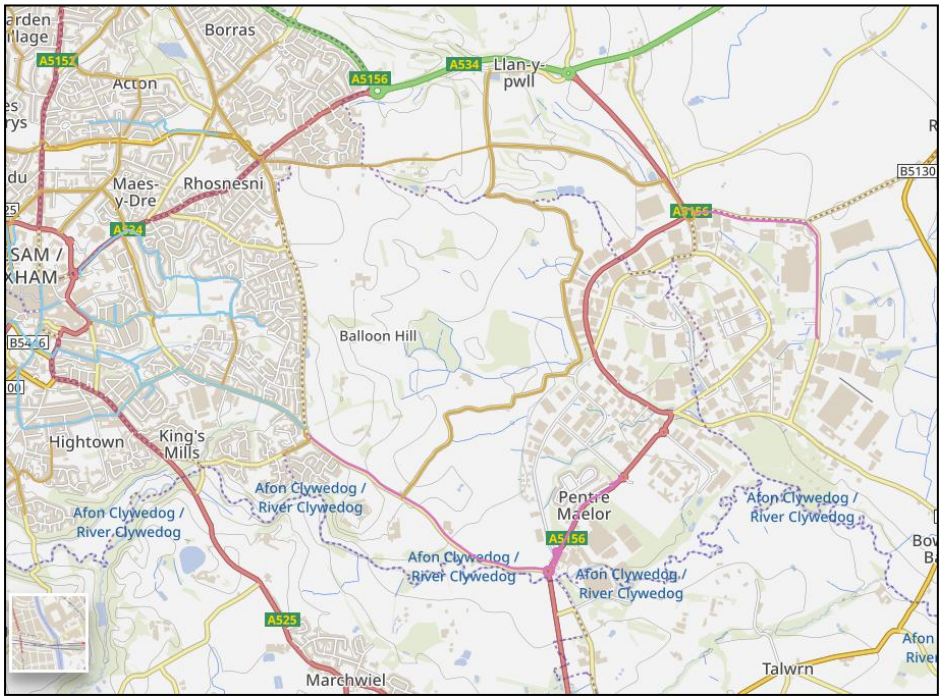
41A Ystad Ddiwydiannol Wrecsam / Wrexham Industrial Estate - Queensway - Wrecsam / Wrexham

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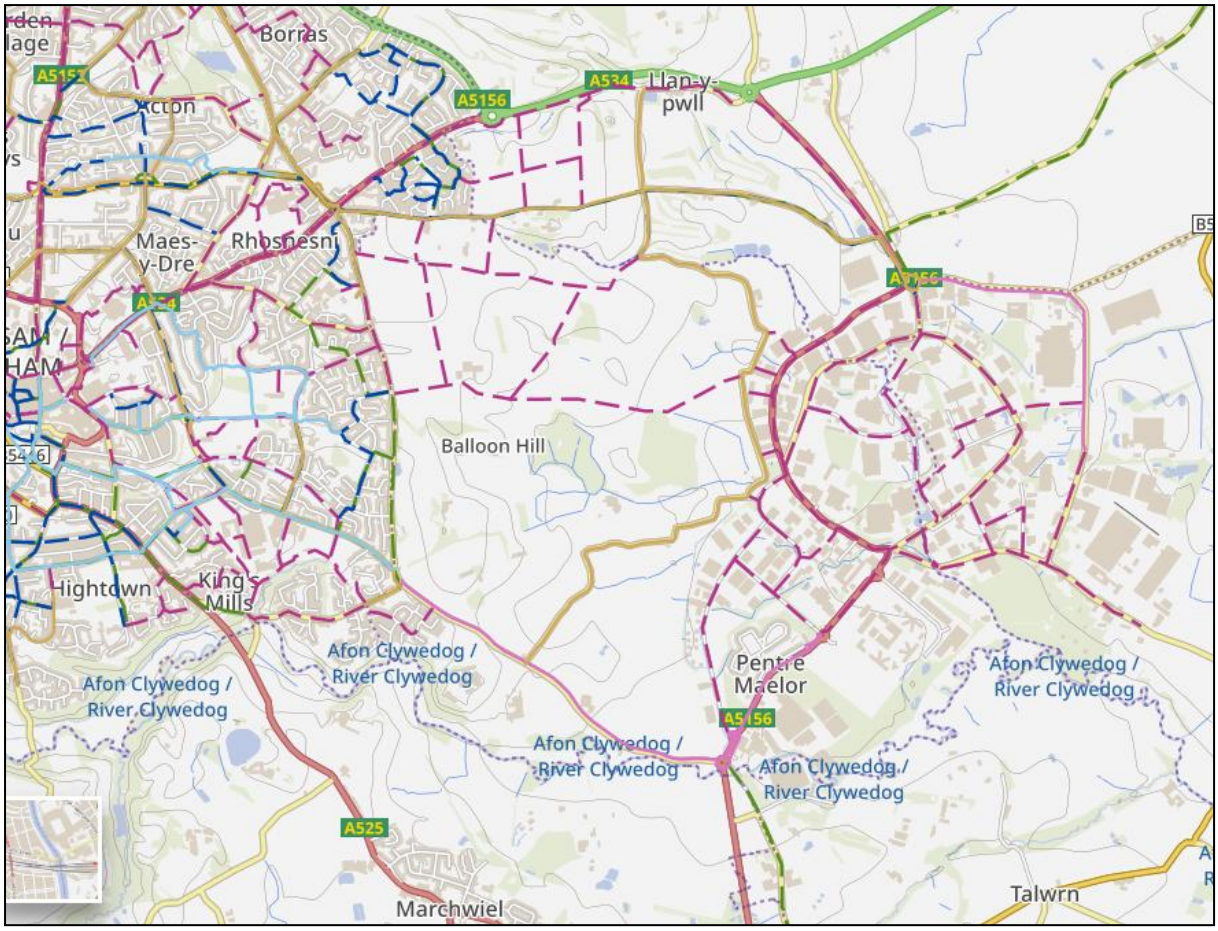
Days / Dyddiau:												S	NS	
Redwither Tower	0605	0700	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1710	1810
Pentre Maelor	0610	0705	0757	0857	0957	1057	1157	1257	1357	1457	1557	1655	1717	1817
Queensway (West)	0615	0710	0802	0902	1002	1102	1202	1302	1402	1502	1602	1700	1722	1822
Market Street	0622	0717	0809	0909	1009	1109	1209	1309	1409	1509	1609	1707	1729	1829
Wrexham, Bus Station	0625	0720	0812	0912	1012	1112	1212	1312	1412	1512	1612	1710	1732	1832

NS: Dim ar ddydd Sadwrn / Not Saturday
S: Dydd Sadwrn yn unig / Saturday Only

6.5 The Industrial Estate is within easy cycling distance of Wrexham (7km/20 minutes) and there are a number of existing cycle routes linking between them. Routes WREX-WIE CO11-16A are available for use with many more routes and facilities identified on the Active Travel Network Map (extracts below)



Existing routes



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7 Construction Traffic Management Plan

7.1 There is no significant development works required as a result of this change of use application. Minor works including the construction of storage facilities will be restricted to the yard area. All construction plant and materials will be delivered and off-loaded within the yard; delivery vehicles restricted to access from First Avenue and exit onto Dutton Road. There will be no requirement for loading/offloading within the highway.

8 Service Management Plan

8.1 All materials for processing will be delivered and off-loaded into the storage yard or warehouse. All processed materials to be transported off-site will be loaded within the yard or warehouse areas. There will be no loading or off-loading within the highway.

There is adequate space within the yard area to facilitate all turning and maneuvering requirements for delivery and collection vehicles.

9 Conclusions

- The proposed re-development makes use of existing commercial accesses that have adequately served the former use of haulage yard, warehousing and offices.
- Traffic accident records indicate that site has operated in a safe manner without incident.
- Traffic movements associated with the proposed re-development will be less onerous than the previous use of the site.
- Car parking requirements associated with the proposed change of use are less onerous than the previous use of the site.
- Appropriate off-site parking and on-site turning facilities are provided.

With regard to highway requirements, the site, access and proposed layout are deemed appropriate for the proposed use.

Appendices

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Dear Sir / Madam,

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

CHANGE OF USE CLASS AND SCOPE OF PLANNING APPLICATION RELATING TO UNIT 1, REDWITHER BUSINESS PARK, FIRST AVENUE, WREXHAM, LL13 9XP

Pre-Application Advice relating to change of use to waste electrical and electronic equipment (WEEE) for onward dispatch at Unit 1, Redwither Business Park, First Avenue, Wrexham, LL13 9XP.

Thank you for your request for pre-application advice. The advice relates to use the site for storage of waste electrical and electronic equipment (WEEE) for onward dispatch to domestic and international markets for recycling.

The proposal

Telecycle wish to apply to use the site for storage of waste electrical and electronic equipment (WEEE) for onward dispatch to domestic and international markets for recycling. Activities carried out by Telecycle consist of sorting, separation and manual dismantling of WEE into different components.

Most waste streams would be shredded in dedicated equipment for size reduction. Components to be shredded include the following:

- Solar panel film
- Copper wire
- Modems
- PCs
- Power supplies
- Power boards
- Small domestic appliances

To service the proposed shredding equipment a new 1000 kVa power supply is scheduled to be installed in addition to a new substation. Waste treatment is proposed to be followed by bulking of the final products prior to dispatch. Materials is proposed to be stored in both loose and palletised from prior to dispatch to domestic markets and those overseas.

One area of the site is proposed to serve as the container loading point, whilst external canopied areas are earmarked for continued use of trailer parking, loading and unloading. Other external areas are likely to be utilised for storage of loose metals in concrete bays ready for export loading. This area is currently used as trailer parking.

The operator intends to use the full extension of the warehouse, including the new build extension, ground floor and first floor offices, and external areas, totalling 3,749 m2.

The site can be separated into three areas:

- Warehouse 1 (1,096 m2) is located in correspondence of the original building. This would be the main area for waste treatment, both shredding and manual dismantling
- Warehouse 2 (1,200 m2) is the extension built in 2015. This would be used storage of prepared waste materials as well as container loading point.
- External Yard: the canopied area would remain designated for trailer parking, loading and unloading.

The rest of the outdoor area may be used to store loose metals in bays. All waste treatment would be carried out indoors, with external operations limited to storage of trailers and metal.

Initially operating hours are likely to equate to 8 hours per day, with a view to expanding to 16 hours on weekdays in two eight-hour shifts. There would be up to 24 staff employed on sitewhen the site is fully operational.

LDP Policy T1: Managing Transport Impacts

Policy T1: Managing Transport Impacts is applicable to this proposal. Calculations of potential transport movements against the existing use suggest a reduction – with this, reduced traffic congestion and environmental impacts. Operations relating to the proposal are to reduce truck movements from 200 per month to 20 per month; there is also to be a reduction in employees from 24 to 8-10 which will further reduce the associated vehicle movements with the site activities.

The following key transport considerations are relevant and it is also emphasised the application should comply with TAN 18 and LPGN 16 to demonstrate safe and sustainable access arrangements.

(i) Access and Highway Effects:

- The LHA requires visibility splays of 2.4 x 215m in both directions, measured to the nearside edge of the carriageway, for developments generating significant traffic.
- A speed survey must be conducted to determine 85th percentile speeds and justify any reduced visibility standards.
- The applicant must demonstrate how visibility at the access will be improved to meet LHA requirements.

(ii) Parking and Turning:

- Parking and turning provision must comply with LPGN 16 standards.
- Adequate on-site turning space must be provided for the largest vehicles (e.g., refuse collection vehicles, articulated lorries).
- Swept path analysis must be submitted for all vehicle types accessing the site.

(iii) Active Travel:

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

- The applicant must consult with the Strategic Transport Manager regarding Active Travel Act requirements.
- A detailed cycle parking plan must be provided.

(iv) Traffic Generation:

- A Transport Assessment must be submitted, including:
- Existing and proposed daily vehicle movements (staff, visitors, contractors).
- Vehicle types and sizes using the site.
- Impact of increased traffic on the local highway network.

(v) Service and Construction Traffic:

- A Service Delivery Management Plan (SDMP) may be required to manage HGV deliveries and avoid highway obstruction.
- A Construction Traffic Management Plan (CTMP) must be submitted and approved prior to commencement, including provisions for contractor parking.

The site is well located in term of highway access. There are no public rights of way to be impacted by this proposal. The proposal must also accord with the requirements of UDP policy T8 which requires:

Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate:-
a) the availability of public transport nearby,
b) proximity to public car parking,
c) proximity to local services and facilities,
d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.

Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport, or walking and cycling as appropriate.

Local Planning Guidance Notes (LPGN)
Guidance Note 16 (Parking Standards)
Guidance Note 26 (Landscape and Industrial Development)
Guidance Note 32 (Biodiversity and Development)