MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Minerals Officer
Our Ref:	ET/DC/PP/P/2026/0006	**Your Ref:**	P/2026/0006
Date:	23/02/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD O DOSBARTH B8 (STORFA A DOSBARTHU)) I SUI GENERIS (CYFLEUSTER AILGYLCHU GWASTRAFF) / CHANGE OF USE FROM CLASS B8 (STORAGE AND DISTRIBUTION) TO SUI GENERIS (WASTE RECYCLING FACILITY)

LOCATION: UNIT 1, REDWITHER COMPLEX, FIRST AVENUE, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9XP

I refer to your consultation / email dated 15/01/2026 in respect of the above.

General

The site is located on the Redwither Business Park. The existing site comprises the former McCarthy Distribution Business operating as a warehouse/ distribution centre. Telecycle Ltd wish to apply to use the site for storage and shredding of waste electrical and electronic equipment for onward dispatch to domestic and international markets for recycling

The site is located on an unadopted road and it is understood that the associated roads on the business park are managed / maintained by the WCBC – Assets Section. **The LHA therefore recommend that the WCBC Planning Department consult with the above department to discuss the suitability of the proposed development.**

The submitted Highway statement indicates that a previous pre-application enquiry (ref: ENQ/2025/0102) was submitted to the Planning Department earlier in the year for which the Highway Authority failed to respond. However, the LHA did respond to this enquiry via WCBC Planning Department on the 03/07/2025.

Access

The site is located on the Redwither Business Park which is subject to a 30mph speed limit. However, typical speeds are likely to be lower than 30mph given the geometry of the road.The site is accessed via First Avenue and Dutton Road which are both undaopted roads managed by the WCBC Assets Section.

There would appear to be 3 no. existing access points serving the development site, 1 no. off Dutton Road and 2 no. off First Avenue.

Access - off First Avenue (south eastern edge of site)

This access is approximately 6m wide and runs alongside the eastern edge of the site. No details of the existing visibility splays from this access have been provided. **The LHA recommend that this detail is indicated on a suitably scaled layout plan (including annotated dimensions of the access).**

No details of the existing / proposed use of this access have been provided. **The LHA recommend that this detail is provided along with existing / proposed daily vehicle movements and type / length of vehicle using the access.**

The access is surfaced with hard bound materials.

Access – off First Avenue - Gate A (south side of site)

This access is approximately 9.1m wide reducing to 6.1m at approximately 20m behind the edge of carriageway. The access is gated at this point. This access appears to function as the main access (in only). No details of the existing visibility splays from this access have been provided. **The LHA recommend that the applicant provides a suitably scaled plan indicating if this access is to continue as an "in only" access (for which appropriate signage will need to provided) or whether it is also to be used as an exit. If access is to be used for both entry and exit then proposed visibility splays will need to be provided on a suitably scaled plan (including annotated dimensions of the access).**

The access is surfaced with hard bound materials.

Access – off Dutton Road - (western side of site)

This access is approximately 6.5m wide and is gated at approximately 6.2m behind the edge of carriageway. This access appears to function as the main exit (out only). No details of the existing visibility splays from this access have been provided. **The LHA recommend that this detail is indicated on a suitably scaled layout plan (including annotated dimensions of the access).**

If this access is to continue as an "exit only", then appropriate signage will need to indicated on a revised layout plan indicating this detail.

The access is surfaced with hard bound materials.

The LHA recommend that the applicant provides details of how the access arrangements will function when the proposed development is in operation.

Parking & Turning Provision

Parking provision shall be provided in accordance with LPGN 16 requirements. However, it is understood that the proposed development comes under a sui generis use within LPGN 16. It is therefore difficult to determine the precise level of parking provision required for such a development.

The submitted Highway Statement indicates that the existing McCarthy business employs 26 drivers on site along with 10 warehouse/office staff (total 36 employees) who all park off-site in the nearby council operated car park.

The Highways Statement indicates that the proposed business will employ 10 warehouse / yard staff and 2 managers (total of 12 employees).

It is not clear where exactly this car park is located or what number of designated spaces are available for the existing / proposed business. **The LHA request that this detail is provided (including plan) and clarification whether this arrangement is acceptable in Planning terms. It is noted that.** It is noted that there is a significant amount of existing on-street parking along Second Avenue.

No details of the existing / proposed parking arrangements at the site have been provided. **The LHA recommend that that a suitably scaled layout plan is provided that details the existing / proposed parking spaces for both cars (visitors / staff) and HGVs (including annotated dimensions).**

No details of the existing / proposed turning arrangements at the site have been provided. **The LHA recommend that that a suitably scaled layout plan is provided that details the existing / proposed turning provision for the existing / proposed type / length of vehicles including HGVs likely to visit the site (including annotated dimensions).** Appropriate swept path details will need to be provided of the various types / size of vehicle visiting the site detailing how they will access, park, turn and exit the site.

Existing / Proposed Cycle Parking / Shelters

Active Travel

The LHA recommend that the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) for advice in respect of any specific requirements for the proposed development that may be required under the Active Travel Act Guidance / LPGN 16. Any such requirements should be referenced / indicated on a revised layout.

A detailed plan indicating the proposed cycle parking / shelter provision at the site will need to be provided.

Travel Plan

The submitted Highway Statement indicates that a Staff Travel Plan will be produced prior to operation of the site. **The LHA recommend that any consent includes a condition for the submission of a Travel Plan.**

Traffic Generation

The submitted Highway Statement indicates the following:-

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.

If there are 26 vehicles in total and all vehicles (worse case) generated 6 movements per day, then this would generate approximately 160 movements per day (not per week as indicated). **The LHA request clarification.**

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.

The LHA request clarification if the above equates to 160 movements per week or is it per day.

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.

To be confirmed

Conclusion

In conclusion, the LHA request the following additional information:-

- Access

There would appear to be 3 no. existing access points serving the development site, 1 no. off Dutton Road and 2 no. off First Avenue.

Access - off First Avenue (south eastern edge of site)

This access is approximately 6m wide and runs alongside the eastern edge of the site. No details of the existing visibility splays from this access have been provided. **The LHA recommend that this detail is indicated on a suitably scaled layout plan (including annotated dimensions of the access).**

No details of the existing / proposed use of this access have been provided. **The LHA recommend that this detail is provided along with existing / proposed daily vehicle movements and type / length of vehicle using the access.**

The access is surfaced with hard bound materials.

Access – off First Avenue - Gate A (south side of site)

This access is approximately 9.1m wide reducing to 6.1m at approximately 20m behind the edge of carriageway. The access is gated at this point. This access appears to function as the main access (in only). No details of the existing visibility splays from this access have been provided. **The LHA recommend that the applicant provides a suitably scaled plan indicating if this access is to continue as an "in only" access (for which appropriate signage will need to provided) or whether it is also to be used as an exit. If access is to be used for both entry and exit then proposed visibility splays will need to be provided**

on a suitably scaled plan (including annotated dimensions of the access).

The access is surfaced with hard bound materials.

Access – off Dutton Road - (western side of site)

This access is approximately 6.5m wide and is gated at approximately 6.2m behind the edge of carriageway. This access appears to function as the main exit (out only). No details of the existing visibility splays from this access have been provided. **The LHA recommend that this detail is indicated on a suitably scaled layout plan (including annotated dimensions of the access).**

If this access is to continue as an "exit only", then appropriate signage will need to indicated on a revised layout plan indicating this detail.

The access is surfaced with hard bound materials.

The LHA recommend that the applicant provides details of how the access arrangements will function when the proposed development is in operation.

- **Parking & Turning Provision**

The submitted Highway Statement indicates that the existing McCarthy business employs 26 drivers on site along with 10 warehouse/office staff (total 36 employees) who all park off-site in the nearby council operated car park.
The Highways Statement indicates that the proposed business will employ 10 warehouse / yard staff and 2 managers (total of 12 employees).

It is not clear where exactly this car park is located or what number of designated spaces are available for the existing / proposed business. **The LHA request that this detail is provided (including plan) and clarification whether this arrangement is acceptable in Planning terms.**
It is noted that. It is noted that there is a significant amount of existing on-street parking along Second Avenue.

No details of the existing / proposed parking arrangements at the site have been provided. **The LHA recommend that that a suitably scaled layout plan is provided that details the existing / proposed parking spaces for both cars (visitors / staff) and HGVs (including annotated dimensions).**

No details of the existing / proposed turning arrangements at the site have been provided. **The LHA recommend that that a suitably scaled layout plan is provided that details the existing / proposed turning provision for the existing / proposed type / length of vehicles including HGVs likely to visit the site (including annotated dimensions).** Appropriate swept path details will need to be provided of the various types / size of vehicle visiting the site detailing how they will access, park, turn and exit the site.

- Active Travel

The LHA recommend that the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) for advice in respect of any specific requirements for the proposed development that may be required under the Active Travel Act Guidance / LPGN 16. Any such requirements should be referenced / indicated on a revised layout.

A detailed plan indicating the proposed cycle parking / shelter provision at the site will need to be provided.

- **Traffic Generation**

The submitted Highway Statement indicates the following:-

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If there are 26 vehicles in total and all vehicles (worse case) generated 6 movements per day, then this would generate approximately 160 movements per day (not per week as indicated). **The LHA request clarification.**

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.

The LHA request clarification if the above equates to 160 movements per week or is it per day.

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.

To be confirmed

As indicated above, the site is located on an unadopted road and it is understood that the associated roads on the business park are managed / maintained by the WCBC – Assets Section. **The LHA therefore recommend that the WCBC Planning Department consult with the above department to discuss the suitability of the proposed development.**

Supplementary Notes

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

KW Edwards

Contracts & Engineering Manager
On behalf of Chief Officer, Environment & Technical

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 / 171 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.