Report of the Chief Officer Economy and Planning

Application Reference
P/2026/0006

Applicant
J Pudge

Agent
Peter Miller

Site Address
UNIT 1, REDWITHER COMPLEX, FIRST AVENUE, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9XP

Description of Development
NEWID DEFNYDD O DDOSBARTH B8 (STORIO A DOSBARTHU) I'W DDEFNYDDIO FEL CANOLFAN AILGYLCHU AR GYFER WEEE (OFFER TRYDANOL AC ELECTRONIG GWASTRAFF)

CHANGE OF USE FROM CLASS B8 (STORAGE AND DISTRIBUTION) TO USE AS A RECYCLING CENTRE FOR WEEE (WASTE ELECTRICAL AND ELECTRONIC EQUIPMENT)

Ward
Holt/Holt

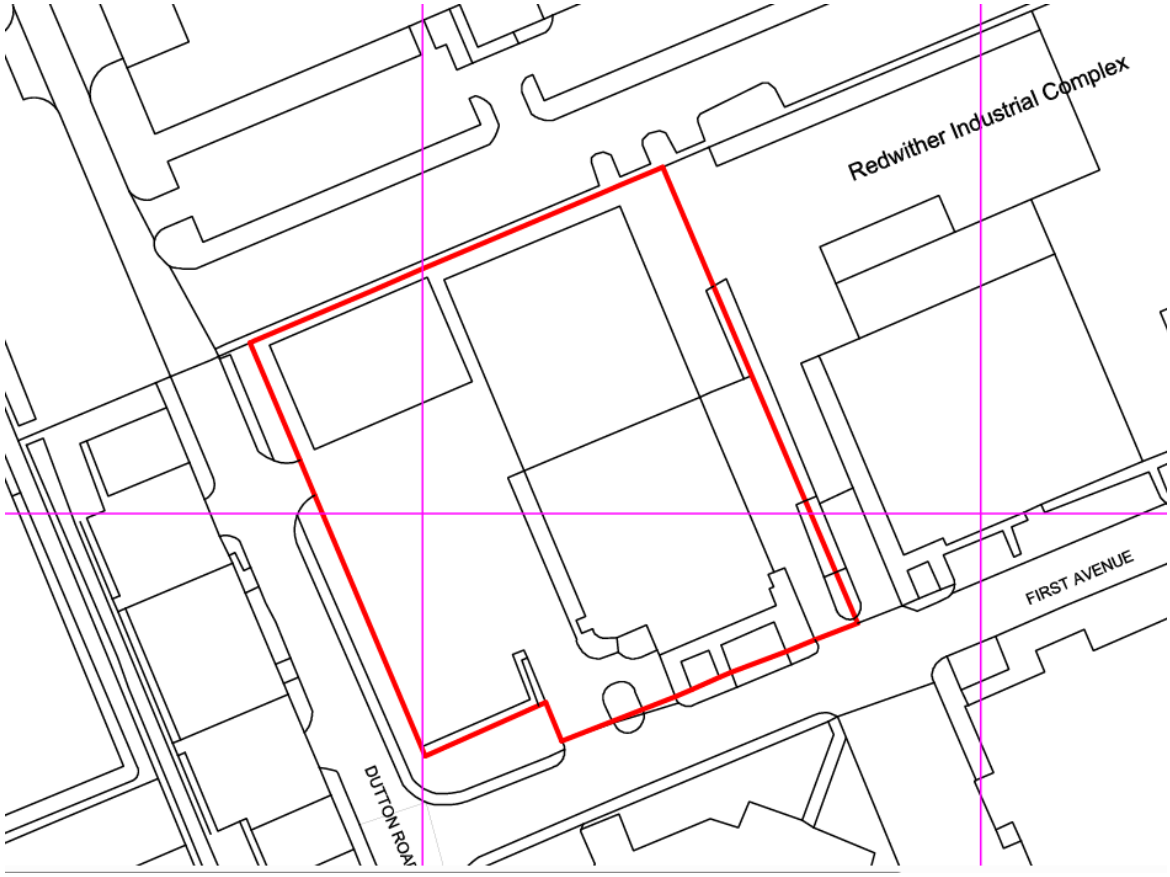
Community
Isycoed/Is-y-coed

Recommendation
Grant

Officer Report

Site Description

The application site consists of a warehouse and office as well as an external yard with partial canopy cover located at Unit 1 Redwither Complex, First Avenue, Wrexham Industrial Estate.



Proposal

The application seeks a change of use from Class B8 (Storage and Distribution) to a Sui Generis use to use the existing building and site as a recycling centre for WEEE (Waste Electrical and Electronic Equipment). This will include the erection of concrete bays for the storage of waste in the external yard.

Reason for Committee Determination

Major Development

Site History

P/2015/0177 - DEMOLITION OF EXISTING BUILDING AND EXTENSION TO WAREHOUSE AND ALTERATIONS – Granted

Development Plan

Wrexham Unitary Development Plan (UDP)

- UDP PS1 - The Broad Location of Development
- UDP PS2 - The Broad Location of Development
- UDP PS3 - The Broad Location of Development
- UDP PS4 - The Broad Location of Development
- UDP PS10 - Waste
- UDP PS11 - Biodiversity
- UDP GDP1 - Development Objectives
- UDP EC4 - Hedgerows, Trees and Woodland
- UDP EC6 - Biodiversity Conservation
- UDP EC12 - Development and Flood Risk
- UDP EC13 - Surface Water Run-Off

• UDP T8 - Parking
• UDP E1 - Employment Allocations
• UDP MW12 - Waste Management

Local Planning Guidance Notes (LPGN)
16 – Parking Standards

Relevant National Policy

Future Wales: The National Plan 2040
Policy 1, 8, and 20 apply

Planning Policy Wales Edition 12

Consultation Responses

Community Council:
Isycoed Community Council, no objection

Local Member:
Cllr Mike Morris – Notified, no response received at the time of writing

Natural Resources Wales:
No Objection to the Proposed Development and provided advice on protected sites and foul drainage.

Dŵr Cymru Welsh Water:
No objections provided stated conditions and notes added to any consent granted

North Wales Fire and Rescue Service:
Raise no objection

(Coal) Mining Remediation Authority:
No Response at the time of writing

Highway Officer:
Advises the following:

- Proposed access visibility splays would be acceptable.
- Proposed parking provision is in accordance with LPGN16, however, it is unclear how many parking spaces are required due to the use class of the proposal (16 spaces allocated on parking plan).
- Highways note that employee parking allocation would be less impactful due to reduction in the number of staff compared to the previous use.
- Highways accept that the proposed 4 deliveries per day represents significantly less HGV movements than the previous use, likely resulting in less traffic generation
- Highways raised no objections and recommended that Wrexham County Borough Council (WCBC) Assets be consulted in relation to the nearby roads they manage.

Public Protection Officer:
Public Protection has reviewed the submitted Noise Assessment (Peninsular Acoustics, November 2025) and accepts the assessment as the basis for determining likely noise impacts, subject to the following mitigation and verification requirements. The operator shall implement the measures below prior to commencement of full operations and shall maintain them for the lifetime of the operation. The proposed mitigation measures would be:

- All fixed and mobile plant shall be fitted with the attenuation measures assumed in the acoustic assessment (e.g. enclosures, silencers, internal lining).
- The shredding warehouse roller doors shall remain closed during normal operation and shall be of the construction and sealing standard assumed in the acoustic assessment.
- A 3 metre imperforate barrier with a minimum surface density of 10 kg/m² shall be installed along the south and south-western boundary as shown in the acoustic assessment.
- External tipping and handling shall be minimised and restricted to designated locations and times to reduce external impact. Where practicable tipping shall be undertaken internally or within enclosed areas.
- Operations shall be limited to the daytime hours modelled in the acoustic assessment unless otherwise agreed in writing with the LPA.
- Reversing alarms shall be low-impact types (broadband/white noise or directional alarms) and their use shall be minimized near sensitive receptors. Alternative measures (banksmen, reversing cameras) shall be used where practicable.

Contaminated land Officer:
No comments

Ecology Officer:
Consulted. No response at the time of writing.

WCBC Assets:
No response at the time of writing

Flood & Water Management Officer:
No response at the time of writing

Publicity Undertaken:
Press Notice
Site Notice
Notification Letters

Responses to Publicity:
None received.

Background

The application site covers approximately 0.38ha and is located at Unit 1, Redwither Complex, First Avenue, Wrexham Industrial Estate. The existing permitted use of the site is for storage and distribution (use class B8).

The proposed development is for a change of use from Class B8 (Storage and Distribution) to sui generis (Waste Recycling Facility). The use would comprise the importation, storage and processing of waste electrical and electronic equipment (WEEE). The processed materials would then be exported for recycling.

The site would import approximately 6,000 to 10,000 tonnes of waste electrical and electronic equipment per year comprising:
- Solar Panel film
- Copper wire
- Modems
- PCs
- Power Supplies
- Power boards
- Small domestic appliances.

The applicant proposes that functionally, the warehouse would be separated into two main areas; an area for shredding and manual dismantling equipment, and an area which would be used for the storage of feedstock material and an inspection/testing area.

The external yard area would be used for the storage of loose materials, as well as the loading and unloading of trailers. All waste treatment and processing would be carried out indoors.

The mechanical shredding, manual dismantling and storage of WEEE is proposed to be carried out inside the warehouse. The external yard is proposed to be use for the loading and unloading of materials, as well as the storage of unprocessed waste.

Storage bays would be constructed from pre-made concrete blocks forming a retaining wall at a maximum height of 4m.

Processed waste would be stored under the canopy which is existing on site and is of a maximum height of circa 11m. Stockpiles would be restricted by condition to a maximum height of 4m.

The proposed development would provide employment for circa 12 full time equivalent employees when fully operational.

Principle of Development

Location

The application site is located within the Wrexham and Deeside National Growth Area as defined in Policy 20 of Future Wales: The National Plan 2040, as a

result, it can be considered that the location for development is in accord with the spatial strategy set out in Future Wales 2040. Although the development aligns with the strategy for the area as set out in Future Wales 2040, the plan does not offer detailed support as it is not a strategic or local development plan (SDP or LDP), but rather a framework.

UDP Policy PS1 states that new development for housing, employment, and community services will be directed to within defined settlement limits/employment areas. Policy PS1 is generally consistent with PPW12 and Future Wales 2040 aside from the potential for outdated settlement limits. The policy can be given full weighting where developments are proposed inside the UDP settlement limits.

The site is within the settlement boundary of the Wrexham Industrial Estate as defined by the UDP and despite the age of the settlement boundary, this adds further support that the location of the site is in accordance with policy and the Development Plan.

UDP Policy PS3 states that development should use previously developed brownfield land in preference to greenfield land. PS2 is generally consistent with the placemaking principles in Future Wales and PPW and the commitment to good design set out in TAN12. The proposal is for a change of use on an existing industrial estate and the principle of this development being located as proposed is in accordance with this policy.

Waste Management

Policy MW12 of the UDP directs the location of waste management facilities and advises they will be located having regard to:
a) The best practicable environmental option
b) The waste hierarchy
c) The proximity principle
d) Regional self-sufficiency

Further, the policy adds that (with the exception of landfilling, windrow composting or small-scale collection and recycling points) facilities for sorting, transferring and processing of waste will be permitted within sites on general industrial estates.

Whilst MW12 does not have the depth and up to date terminology of TAN 21 and PPW 12 due to preceding it, the policy is still relevant for this application as the general principles of waste management development still apply in the policy as they do in TAN 21. The policy is to be given moderate weighting in decision making as the overarching principles remain true for modern waste management developments.

UDP policy PS10 states that priority in waste management will be given to minimising the volume of waste generated, followed by maximising the re-use and recycling as much waste as possible. Energy recovery from waste will be favoured where re-use and recycling is not feasible, and waste will be managed

at, or as near as practicable, to the location where it is initially produced. Policy PS10 is generally consistent with national policy in seeking to move waste management up the waste hierarchy.

TAN21 states 'Where it is not possible to reuse materials and products or prepare them for reuse, recycling should be encouraged. Recycling can reduce the demand for resources and reduce atmospheric emissions'.

The proposed development constitutes a form of recycling, that whilst not at the top of the waste hierarchy, does meet the aims of TAN21 through the form of diverting waste that would otherwise be disposed of, and in doing so it reduces the demand for the raw materials recovered from WEEE waste. The disposal of WEEE waste would also produce atmospheric emissions, that through the proposed development would be avoided. The proposed moving of waste management up the waste hierarchy through this development from disposal to recycling is also set out as a requirement of policy MW12. It is considered that the proposal meets the aim of policy PS10 to give priority to waste management through recycling as much waste as possible.

It is understood that the proposed WEEE waste to be imported to the site would be sourced from the Deeside locality and therefore the proposal would be considered to be in accordance with the proximity principle and would contribute towards regional self-sufficiency as set out in policy MW12.

Overall, it is considered that the management of WEEE waste through recycling is in accordance the aims set out in TAN 21 as well as UDP policies MW12 and PS10.

The principle of the development is considered acceptable as a result of the above comparison with relevant local and national policy.

Design

Policy GDP1 of the UDP is considered to be generally consistent with national policy and is relevant to this application. Paragraph 'a' of Policy GDP1 states that 'all new development should ensure that built development in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality'.

UDP Policy PS2 is generally consistent with up-to-date national policy and can be given full weighting. Policy PS2 states that development must not materially detrimentally affect countryside, landscape/townscape character, open space, or the quality of the natural environment.

The proposed development would result in no external physical changes to the buildings, and the existing design would remain the same. The only visible changes to the site would be the use of the canopy area for storing processed waste and the erection of the four metre high concrete bays for the storage of unprocessed waste. The exterior of the site would only be changed as a result of the proposed waste storage bays that would not cause a large negative visual

impact, the site would remain in keeping with the physical character of the surrounding area within the existing industrial estate.

Existing hedgerow planting would also contribute to the screening of the site.

It is considered that due to the minimal changes to the design of the site, the proposal is in accordance with the relevant UDP policy with relation to design and visual amenity.

Impact on Neighbouring Amenity

Policy GDP1 of the UDP is considered to be generally consistent with national policy and is relevant to this application. Paragraph 'f' of Policy GDP1 states that 'all new development should ensure the safety and amenity of the public and safeguard the environment from the adverse effects of pollution of water, land or air, hazards from industry and quarrying, and associated noise, odour or vibration arising from development.'

PPW 12 paragraph 5.13.1 states that 'the planning system has an important role to play in facilitating sustainable waste management by providing a framework for decision making which recognises the social, economic and environmental benefits that can be realised from the management of waste as a resource to meet the needs of society and businesses, whilst at the same time:

- minimising adverse environmental impacts and avoiding risks to human health;
- protecting areas of designated landscape and nature conservation from inappropriate development; and
- protecting the amenity of residents, of other land uses and users affected by existing or proposed waste management facilities.'

There is no new external lighting proposed on the site and the main impact on neighbouring amenity from the proposed development would be noise and vibration from the day-to-day operation of the site. The applicant has submitted a noise and vibration impact report as well as an acoustic report that outline the impacts of the development, as well as potential mitigation features.

The day-to-day operations of the site would produce noise and vibration through the use of the shredding machinery proposed to be sited inside the existing warehouses, as well as the loading and unloading of materials and through vehicles such as HGVs and forklift trucks. The nearest residential dwellings to the site are located 650 metres to the north. The submitted Acoustic Report found that the impact of the noise and vibration produced by the development would be low to residential receptors, furthermore, Public Protection Officers were consulted on this application and accepted these findings with regards residential impact, and raise no objections

With the inclusion of a further noise and vibration impact report, the impact on the nearest commercial receptors (offices within the Redwither Business park) were also assessed. The study originally suggested that there would be a significant adverse impact on the receptors, however, as the offices are located within industrial facilities on an industrial site and are currently exposed to

industrial/commercial sound and have fixed windows offering a reasonable level of sound insulation, the noise impact would be considered low.

To mitigate for the aforementioned impacts, the assessment suggests that a 3 metre imperforate barrier with a minimum surface density of 10kg/m2 be installed to the south and south-western boundary of the site. Public protection accepted these findings and proposed that mitigation features be secured by condition. The applicant has proposed that the imperforate barrier be the 4 metre high concrete leglo block barriers that also make up the bays in the external yard. This would be acceptable as the increased height and density would mitigate for noise more effectively than the proposed measures.

The proposed operation of the site would not involve the tipping of waste and instead waste would be received on site in tonne bags. As there is no tipping on the site, the conditions regarding tipping recommended by the public protection officer is not required.

With regard to the impact on neighbouring residential and commercial amenity, and subject to conditions for noise mitigation, the proposed development would not result in an unacceptable impact. The proposal is therefore in accordance with Policy GDP1.

Highway Considerations

In support of the application, the applicant submitted a Highway Statement, Highway Supplementary Statement, Parking Plan and Travel Plan.

The submitted Highways Statement suggests that the existing use has a minimum of 10no. HGVs on site daily, with the total trips per week in the region of 160, whereas the proposed use would have circa 4 trips per day in total. This represents a significant decrease in the impact on the highways from the generation of traffic by HGVs.

There are accesses to the site via First Avenue and Dutton Road which are both unadopted and managed by WCBC Assets section. There are two accesses on First Avenue and one on Dutton Road. One of the accesses on First Avenue (to the southeastern edge of the site) would be used only for emergencies. The access to the south of the site off First Avenue would be an ‘in only’ access, whereas the access off Dutton Road is proposed for ‘out only’ exit use. As such, it is proposed to operate a one-way traffic management system on site.

The Local Highway Authority were consulted on the application and hold no objection against the proposed development as the impact on the adjoining highway (Abbey Road) would be less severe than the existing use and therefore would likely have no significant impact on the adjoining highway. WCBC Assets were consulted as they manage many of the unadopted roads connected to and near the site (e.g. Dutton Road and First Avenue). However, at the time of writing there has been no response to this consultation request.

Car Parking

UDP Policy T8 states that '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.'

UDP policy T8 when accompanied with LPGN 16 is generally consistent with PPW12 para 4.1.50-55 and TAN18 paras 4.6-4.7 and 4.13-4.14. Therefore, it is considered that policy T8 when used in tandem with LPGN 16 can be given full weighting for decision making.

LPGN 16 does not prescribe the number of car parking spaces required for the Sui Generis use-class. Although there are no use-class specific guides for the proposed development, there is a guide for changes of use of existing sites within the guidance note. LPGN 16 states that "Changes of use will be judged on their own merits. Additional spaces may be required where the demand for parking arising from a new use is likely to be greater than that from the existing use, particularly where this is likely to cause highway problems in the locality".

There would be a total of 12 employees proposed which is a reduction from the previous use (36 employees) leading to a lower demand for parking.

Previously employees used the car park managed by WCBC Assets opposite the site access on First Avenue. WCBC Assets concluded that these spaces would not be available for use by employees under the proposed use. A subsequent parking plan was submitted showing 16no. parking spaces both on-site and along the southeastern boundary of the site.

Future Wales 2040 policy 12 states that where car parking is provided for new non residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points. The parking plan submitted with the application proposes 16no. parking spaces overall on the site with 2no. EV parking spaces that results in an EV parking percentage of 12.5% that is compliant with policy 12 of FW 2040.

The amount of parking spaces proposed when compared to the intended use and the number of employees is considered appropriate and meets the aims of UDP policy T8 and Future Wales 2040.

Conclusion
The impact on the highway is considered to be less severe than the existing use as a result of reduced numbers or HGVs and employees on site, and as such, it is considered that the proposal is in accordance with UDP policies GDP1 and T8 as well as Future Wales 2040, TAN 15 and LPGN 16.

Natural Environment

Planning Policy Wales (PPW12) requires that a Green Infrastructure Statement is provided on all developments. It should show that development has a net benefit to biodiversity and green infrastructure. This information is not appropriate to seek 'retrospectively' by way of a condition and must be provided as part of the planning application process. It should describe how the green infrastructure of a site has been incorporated into the development proposal.

PPW12 has a requirement for development to provide a net benefit for biodiversity (NBB) so that a site has a better outcome in terms of biodiversity after a development than if left undeveloped. If NBB is not met, this would be a valid reason for refusal. All applications must mitigate for negative impacts on biodiversity as a result of the development and provide enhancements to the biodiversity of the site which would be in place for the continued lifespan of the development. Proposed biodiversity enhancements should be on-site and proportional to the size and impact of the proposed development.

Policy EC4 of the UDP is considered to be generally consistent with national policy and is relevant to this application. The policy requires that developments provide for the conservation of the natural environment and include enhancement. The policy also resists the loss of or damage to valuable trees, hedgerows and woodlands.

UDP policy PS11 states that encouragement will be given to proposals which improve the biodiversity value of sites and to the establishment of local nature reserves where the nature conservation and landscape interest of the land will be protected and enhanced. It is considered that policy PS11 conforms with national policy, however, PPW12 chapter 6 does go past encouragement and requires that proposals show biodiversity net gain. The proposed development accords with UDP policy PS11 by way of the green infrastructure statement and plan that provide a net gain to biodiversity on site.

This application was accompanied by a Green Infrastructure Statement. The statement puts forward an approach for the development to have a net benefit for biodiversity. The proposed works would not impact the existing hedgerow situated along the southern and western site boundary or any trees on these boundaries, as such, these features would be retained. The statement also proposes the installation of an open fronted nest box on the western boundary hedgerow, and a woodstone nest box on the southern boundary hedgerow.

The measures put forward by the Green Infrastructure Statement accord with paragraphs 6.4.4 and 6.4.5 of PPW 12 and UDP Policies PS11, EC4 and EC6.

Flood Risk

The proposed development whilst not entirely within a flood risk zone as set out by the NRW Flood map for planning, does have an intersection with a small area to the eastern boundary of the site that falls within flood risk Zone 2 for surface water and small watercourses. In line with the requirements of TAN15 section 10.19, a flood consequence assessment was submitted to address the potential for flooding.

UDP Policy EC12 states development (including the raising of land) within defined flood plains will only be permitted if it:
a) would not be subject to an unacceptable risk of flooding on-site; and/or
b) does not result in an unacceptable risk of flooding on or off-site; and/or
c) does not adversely affect flood management or maintenance schemes

UDP Policy EC12 is no longer consistent with PPW12 or TAN15. In addition to this, the flood maps relating to the policy are out of date, as a result, more weighting is given to TAN15 and PPW12.

Paragraph 10.19 of TAN15 advises that applications in Zone 2 require careful consideration and must be consistent with acceptability considerations in section 11.

TAN15 section 11 outlines the acceptability criteria for developments in flood risk zones where it states that in all circumstances, developers and planning authorities should ensure the following conditions are met:
• No increase in flooding elsewhere
• Occupiers aware of flood risk
• Escape/evacuation routes present
• Flood emergency plans and procedures agreed and in place
• Flood resistant and resilient design
• Acceptable consequences for type of use

PPW12 chapter 6.6.27 states that planning authorities should be aware of the risk of surface water flooding, usually caused by heavy rainfall, and ensure developments are designed and planned to minimise potential impacts. Additionally, the same chapter says that development shouldn’t cause additional run-off.

The FCA produced for the development states that the surface water flooding risk is very low to low and proposes that the site does not require any further mitigation measures due to the raised ground level of the warehouse reducing the risk of flooding. Despite the lack of mitigation measures, drains and culverts on the site that could impact the flood risk zone on site would be maintained to reduce flood risk.

The change of use proposes no physical changes on site and there are to be less employees on the site compared to the existing use.

In order for the proposal to be viable, it must be tested against the acceptability criteria set out in paragraph 10.19 of TAN15. There are no new works that would increase flood risk for the surrounding area. The applicant has provided a Flood Emergency Evacuation Plan within the FCA. The flood evacuation plan details routes away from the area of the site in the flood zone to parts of the site outside of the flood zone.

The proposal meets the flood risk acceptability criteria of TAN15 and accords with PPW12 6.6.27 and is seen as acceptable on grounds of flood risk.

Other Considerations

Surface Water

UDP Policy EC13 states development which would result in an unacceptable adverse impact on the water environment due to additional surface water run-off will not be permitted. This policy is broadly consistent with PPW12 and can be given full weighting.

The proposed development does not include any creation of new impermeable surfaces and therefore does not increase surface water run-off, as a result, the proposal is in accordance with policy EC13.

Dŵr Cymru Welsh Water have recommended a condition be imposed to require that no surface water from any increase in roof area or impermeable surfaces be permitted to drain into the public sewer system. Given that no extensions to the existing buildings or hard surfaced areas are proposed, this condition does not meet the test of being necessary.

River Dee and Bala Lake Special Area of Conservation (SAC)

NRW were consulted on the application and noted that although the site is within the River Dee and Bala Lake SAC, the reduction in staff and the proposed change of use compared with the previous use, lead them to believe that there would not be a significant effect on the SAC, such as from nutrient inputs.

Conclusion

The proposed development is considered to be acceptable in policy terms. The proposal represents a de-intensification of the use of the site in terms of the impacts on residential amenity, highway safety and the environment, it is therefore in accordance with the relevant local and national policies.

Condition(s)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.

2. The development shall not be carried out other than in strict accordance with the details shown on the following plan(s) and document(s):

   • Application form – received 05/01/26
   • Site Location Plan (ref: Dwg No. WIE 001) – received 05/01/26
   • Existing Ground Floor Plan (ref: Dwg No. WIE 002) – received 05/01/26
   • Existing Elevations A and B (ref: Dwg No. WIE 003) – received 05/01/26
   • Existing Elevations C and D (ref: Dwg No. WIE 004) – received 05/01/26
   • Proposed Ground Floor Plan (ref: Dwg No. WIE 005) – received 05/01/26

• Proposed Elevations A and B (ref: Dwg No.WIE 006) – received 05/01/26
• Proposed Elevations C and D (ref: Dwg No. WIE 007) – received 05/01/26
• Acoustic Report (ref: PA2175-R01-P02) – received 05/01/26
• Foul Drainage Statement Issue – received 05/01/26
• Highway Statement – received 05/01/26
• Pre-application Consultation Report - received 05/01/26
• Noise and Vibration Impact Report (ref: PA1275-R02-P02) – received 23/02/26
• Telecycle Supplementary Highway Statement (Revision A) – received 16/03/26
• Car Parking Plan (ref: On-site Car Parking Provision) – received 16/03/26
• Telecycle Ltd Unit 1, Redwither Ind Estate - PEA Report Ecology (ref: UNI1/25-001.) – received 16/03/26
• Proposed First Floor Plan (ref: Dwg No. WIE 015) – received 18/05/26
• Telecycle First Ave, Wrexham Ind est FCA Geo smart (ref: 91810R1) – received 18/05/26
• Existing First Floor Plan (ref: Dwg No. WIE 012) – received 18/05/26
• Green Infrastructure Statement (ref: GREEN INFRASTRUCTURE STATEMENT & NET BIODIVERSITY BENEFIT FORM) – received 20/03/26
• Proposed Site Plan (ref: Dwg No. WIE 016b) – received 10/06/26
• Amended FCA and Flood Evacuation Plan (ref: 91810R2) – received 17/06/26)

3. The development shall not be carried out other than in strict accordance with the findings and recommendations contained within submitted "Green Infrastructure Statement & Net Biodiversity Benefit Form" dated 18th March 2026. The mitigation, management and net gain measures hereby approved shall be fully implemented in full within 12 months of occupation of the site.

4. No fixed or mobile plant machinery shall be operated at the site unless it has been fitted with and uses an effective silencer / attenuation measures. All vehicles, plant and/or machinery and shall be maintained in accordance with the manufacturer's specification at all times.

5. The roller shutter doors on the warehouse shall be kept closed when not in use by vehicles entering or egressing.

6. Prior to first importation of waste, the 4 metre concrete leglo block bays shall be installed in accordance with the "Site Plan" dated 17th June 2026. These bays shall be maintained in situ for the duration of the development hereby approved.

7. No operations (including vehicles entering or leaving the site) shall take place at the site other than between the following hours:

   7:00am and 23:00pm Mondays to Sundays

8. No vehicles and/or mobile plant used exclusively on site shall be operated unless they have been fitted with (white) noise alarms to ensure that, when reversing, they do not emit a warning noise that would have an adverse impact on residential or rural amenity. Alternative measures (banksmen, reversing cameras) shall be used where practicable.

9. Within three months of the date of this permission, two electric vehicle charging points shall be installed on site. Thereafter the electric vehicle charging points shall be retained as such and maintained in full working order for the lifetime of the development.

10. No additional external lighting shall be erected or installed on the site until details of the proposed lighting have been submitted to the Local Planning Authority.

11. No materials shall be stored externally except for within the designated storage areas on the drawing titled “Proposed Site Plan (Yard), Dwg No: WIE 016b, dated 7th May 2026. Stored materials shall not exceed 4 metres in height when measured from adjacent ground level.

12. No mechanical processing of materials shall occur other than within the ‘Warehouse’ identified on drawing titled “Proposed Site Plan (Yard), Dwg No: WIE 016, dated 7th May 2026.

13. No retained hedgerow shall be cut down, uprooted or destroyed for the lifetime of the operation of the site. Any hedgerow that is dead, damaged or diseased shall be replaced in the next planting season.

Reason(s)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.

2. To comply with Section 71ZA(2) of the Town and Country Planning Act, 1990.

3. In order to protect wildlife interests in accordance with Policies GDP1, PS11, EC4, EC5 and EC6 of the Wrexham Unitary Development Plan.

4. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

5. To reduce noise impacts and protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

6. To reduce noise impacts and protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

7. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

8. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

9. To ensure that the electric vehicle charging point quota is met in accordance with Future Wales 2040 Chapter 4 Policy 12

10. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

11. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

12. To protect the visual amenity of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

13. To protect the visual amenity of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

Notes

Highways Development Control Standard Advisory Note
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 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

Dŵr Cymru Welsh Water Advisory Notes

In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

The applicant may need to apply to Dŵr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e., a drain which extends beyond the connecting property boundary) or via a new sewer (i.e., serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

The planning permission hereby granted does not extend any rights to carry out any works permissions required by the Water industries Act 1991. Any alterations to existing premises resulting in the creation of additional premises or merging of existing premises must also be constructed so that each is separately connected to the Company's water main and can be separately metered. Please contact our new connections team on 0800 917 2652 for further information on water and sewerage connections.

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dŵr Cymru Welsh Water. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

The development will give rise to a new discharge (or alter an existing discharge) of trade effluent, directly or indirectly to the public sewerage system. A Discharge Consent under Section 118 of the Water Industry Act 1991 is required from Welsh Water. Please note that the process for applying for a Discharge Consent is independent of the planning process and an application for consent may be refused even though planning permission may have already been granted.

Dŵr Cymru Welsh Water are not responsible for fire protection or for providing suitable fire flows. Providing fire flows and fire protection are the responsibility of the appropriate regional Fire Services. We refer you to the 3rd Edition of the National Guidance Document on the Provision of Water for Fire Fighting published by the Local Government Association and Water UK.