

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Philip Mullineux
Our Ref:	ET/DC/AO/P/2023/0497	Your Ref:	P/2023/0497
Date:	10/09/2025		

TOWN AND COUNTRY PLANNING ACT 1990

Land North of Bryn Lane, Wrexham Industrial Estate. Hybrid application seeking: Full planning permission for the erection of buildings for class. B1, B2 & B8 use and formation of vehicular access and outline planning permission for the erection of buildings for class B1, B2 and B8 use and retail, drive thru, hotel and petrol filling station classes A1, A3, C1 and sui generis and associated infrastructure (all matters reserved). Application Ref: 2023/0497

The following comments are in response to the supplementary information submitted by the applicant on the 27/05/25, which contained two documents:

- *Utopia City – Strategic Highway Infrastructure – May 2025*
- *Executive Summary – R6 Policy Response*

Taking each of these documents in turn:

Utopia City – Strategic Highway Infrastructure – May 2025

The LHA cannot agree with the content or conclusions of this document until the additional information and further assessments that have been requested by the LHA in the most recent consultation response (September 2025) are addressed, given this will change the detail presented in the application documents to date and as a result possible mitigation requirements.

These additional inputs are required to allow the LHA to have the necessary understanding of the impact of the application.

Notwithstanding the above, it is noted that whilst it is positive to see the applicant proactively seeking to resolve contributions and being willing to contribute to improvements to the A534 / Industrial Estate Road / Borrass Hall Lane roundabout, it is noted that to date the Transport Assessment Addendum contains no assessment of this junction, either in the existing or proposed configurations. It cannot therefore be demonstrated that the signalisation of this roundabout would be suitable to manage the additional traffic demands generated by KSS3 or the cumulative impact of KSS3 and KSS2.

The cost estimates outlined by the applicant for the improvements to this roundabout (£731,272), notwithstanding the comments made in the most recent LHA response that no detail has been provided to support this estimate, cannot therefore be taken as an accurate figure until assessment has been undertaken to demonstrate these works would be sufficient (whilst also addressing the wider points raised by the LHA).

In the wider context and again as noted in the most recent LHA response, as no assessment has been undertaken as part of the KSS3 application of other junctions on the Industrial Estate Road / A534 corridor, it cannot be conclusively determined or agreed that the KSS3 application is *only* required contribute to the A534 / Industrial Estate Road / Borrass Hall Lane roundabout.

Executive Summary – R6 Policy Response

The Transport Assessment Addendum (TAA) submitted as part of the application promotes the assumption that the drive thru' and café (food and drink) elements of the application would not be primary generators of vehicular movements – i.e. these uses would be used by vehicles already on the network, passing the application site. The information presented in this Policy Response note appears to contradict this and outlines both a gap in existing provision and that the facilities would be well used by the surrounding area. Subject to the possible end user of the drive thru or restaurants it is possible also that residents of Wrexham would be attracted to these establishments, again as a dedicated trip, given that outside of the city centre, Wrexham has no existing provision of this type.

As set out in this note, there are at present limited establishments / facilities for employees of / visitors to the Industrial Estate. The proposals would therefore introduce a facility that would be within a short driving distance of the wider estate. It is therefore likely that new and dedicated trips to the application site would result. This is contrary to the assumption presented in the TAA that limited new trips would result.

Notwithstanding the above, the note proposes a condition for attachment to any subsequent consent that would limit A1 uses to no more than 500sqm. The LHA do not object to this, but note that multiple smaller units would need to be assessed against revised assumptions that would need to be agreed with the LHA.

RW Edwards

Contracts & Engineering Manager

On behalf of the Chief Officer, Environment & Technical