spawforths

Wrexham Gateway Partnership

Wrexham Gateway – Eastern Zone

Pre-Application Consultation Report

Revision A August 2025

Revision Record

Revision Reference	Date of Revision	Nature of Revision	Revision Author	Checked By
01	June 2025	First Draft	PS	HR
02	July 2025	Second Draft	PS	HR
A	August 2025	Final Draft	PS	HR

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01 Introduction

1.1 Spawforths have been instructed by the Wrexham Gateway Partnership to prepare and submit an Outline Planning Application seeking consent for the proposed redevelopment of the land east of Wrexham General Railway Station.

1.2 In accordance with the Part 1A of The Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 (hereafter referred to as the DMPWO), all major developments are required to be subject to pre-application consultation, prior to the Planning Application being validated by the Local Planning Authority. In the context of the proposed development at this Site, a 'Major Development' is defined as being the provision of a building(s) where the floorspace created exceeds 1,000 sqm and development carried out on a site area exceeding 1 hectare.

1.3 This report will evidence how the developer has carried out the consultation in accordance with the requirements, set out what issues were raised by respondents during the consultation period and how the comments made have been considered when finalising the application. In preparing this report, due regard has been given to the 'Pre-application Community Consultation: Best Practice Guidance for Developers: December 2021' produced by the Welsh Government.

1.4 The description of development that is subject to this statutory pre-application consultation is as follows:

Outline planning application for new commercial office building, creation of public realm and landscaping, conversion of existing buildings to brewery, with associated museum and taproom/restaurant, accessibility improvements including new highway infrastructure and pedestrian footbridge, including parking facilities and coach/taxi drop off, with all matters reserved except for access

1.5 A copy of the Site Location Plan is shown within Appendix 1 of this report. Further details on the development proposals and the Site can be found within the Planning Support Statement, submitted as part of the Outline Planning Application.

02 Statutory Pre-Application Consultation Requirements

2.1 The statutory requirement to consult is imposed by section 61Z of the Town and Country Planning Act 1990. Further provision is contained in Part 1A of the DMPWO. Guidance was also provided by the Welsh Government in the 'New development management procedures' letter issued in February 2016.

2.2 These documents set out a number of mandatory consultation activities that are to be undertaken by the developer before they can submit the planning application. In summary, they include:

- Making draft planning application documents available to view;
- Notifying the right consultees of the consultation;
- Providing a 28 consultation period; and
- Reporting how the pre-application consultation was undertaken and how people's views were considered in a 'Pre-Application Consultation Report' submitted as part of the application.

2.3 Part 1A, Paragraph 2C (1)(b) of the DMPWO requires the applicant to make the following information available for inspection at a location in the vicinity of the proposed development for not less than 28 days:

i. any documents and particulars or evidence that would be required for a subsequent application, in the same or substantially the same form, to be a valid application except certificates in relation to notices of applications for planning permission required;

ii. a plan which identifies the land to which the proposed application relates;

iii. any other plans, drawings and information necessary to describe the development which is the subject of the proposed application;

iv. the design and access statement; and the particulars or evidence required by the local planning authority.

2.4 In additional to the essential requirements, the Applicant has also carried out their own public consultation and key stakeholder engagement process which is detailed further within section 4 of this report.

2.5 In accordance with section 2F(2) and 2G of the DMPWO, this report includes:

a. a copy of the site notice and a plan showing its locations;

b. a declaration that the site notice was displayed in accordance with the DMPWO;

c. a list of the addresses of adjoining land owners or occupiers;

d. copies of all notices given to community consultees;

e. copies of all notices given to specialist consultees;

f. a summary of all issues raised in response to the statutory publicity, including confirmation of whether the issues raised have been addressed, and, if so, how;

g. a summary of all issues raised by community and specialist consultees, including confirmation of whether the issues raised have been addressed, and, if so, how;

h. copies of all responses received from community and specialist consultees.

03 Statutory Publicity

3.1 In accordance with Section 2C and 2G of the DMPWO, the Wrexham Gateway Partnership has undertaken appropriate publicity through the following:

- Displaying a site notice for a period of no less than 28 days from 16/07/2025 to Friday 14/07/2025. A copy of this site notice is included within Appendix 2.
- The Site Notice was displayed in at least one place on or near the development site therefore the provisions of Section 2(C)(1)(a)(i) of the DMPWO have been complied with. A map (with photographs) showing the location of the notices displayed around the site is included within Appendix 3.
- Providing requisite notice to owners and occupiers of any land adjoining the application site, and any relevant elected members. A list of the identified adjoining land owners and elected members. Along with a copy of the notice (Schedule 1B), is contained in Appendix 4.
- Providing requisite notice to the required community consultees. Demonstration of consultation being made is contained in Appendix 5.
- Providing requisite notice to the required specialist consultees. A copy of the notice (Schedule 1C) is contained in Appendix 6.
- Made the full draft planning package available for inspection on from 16/07/2025 to 14/08/2025. Hard copies of the submission pack were on display at Wrexham Library, Rhosddu Road, Wrexham, LL11 1AU. Furthermore, electronic copies were available online on Spawforths Website at www.spawforths.co.uk/engagement - portal/. This information was contained within the Schedule 1B notice. Evidence of the consultation web page is displayed in Appendix 7.
- Setting out the feedback received to the statutory pre-app consultation and outlining the Applicant's response to these (this report).
- Copies of all responses received from community and specialist consultees Appendix 8.

3.2 The documents that made up the draft planning application package, that contain all the information that would be required for a valid outline planning application, and were available for public inspection both as hard and electronic copies (as described above), have been listed in full within Appendix 9 of this report.

3.3 It is also noted that some parties were contacted by email (in addition to posted letters). This included key landowners either forming part of, or adjoining to the Site, where the Wrexham Gateway Partnership had been involved in previous discussions. These included:

- Transport for Wales
- Network Rail
- Royal Mail
- Mileway Ltd (asset managers for Jewsons)
- Wrexham Scouts
- Wrexham Guides

3.4 Under the provision of Schedule 1B Articles 2C and 2D of the DMPWO, the following 'community consultees' were consulted via email on 15/07/2025:

- Marc Jones – Councillor for Grosvenor ward
- Phil Wynn – Councillor for Brynyffynnon ward
- Nigel Williams – Lead Member for Economy, Business and Tourism
- Mark Pritchard – Leader and Lead Member for Finance and Performance

3.5 Under the provision of Schedule 1C Article 2D of the DMPWO and in accordance with Schedule 4, the following 'specialist consultees' were consulted via email on 15/07/2025:

- The Local Highways Authority (Wrexham County Borough Council)
- The Health & Safety Executive
- The Coal Authority
- The Fire & Rescue Authority

04 Community Consultation & Key Stakeholder Engagement

4.1 It is recognised by the Applicant that early stakeholder engagement has significant potential to improve the efficiency and effectiveness of the planning system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community'. Good engagement is more than 'ticking a box'. Every development, no matter the size, can benefit from effective engagement.

4.2 In line with the advice of the Pre-application Community Consultation: Best Practice Guidance for Developers document, the Applicant created a consultation timeline of activities at the start of the project will help to deliver the non-statutory and statutory engagement activities in a structured and comprehensive manner.

4.3 The Applicant carried out extensive pre-application consultation, commencing on 21st March 2025, with public comments closing on 5th May 2025. This was carried out in addition to, and ahead of the statutory consultation period from 11th July 2025 to 8th August 2025.

4.4 An overview of the pre-application consultation and engagement activities undertaken is as follows:

- Leaflet Drop, 21st March 2025 – Leaflets distributed to 725 properties within a 600m radius of the Application Site. The leaflet provided brief details on the development proposals and the Site. The leaflet also advertised the upcoming consultation events, provided links to website and contact details for feedback.
- Full Council Briefing, 25th March 2025 – Presentation to Wrexham Council Members, with Q&A session at the end.
- Design Review Panel, 26th March 2025 – Meeting between Applicant, Design Team and DCFW Design Review Panel.
- Website Launch, 31st March 2025 – Consultation web page launched on Transport for Wales (TfW) website. Providing further information on the proposed development and feedback questionnaire.
- First Public Consultation Event, 1st April 2025 – Hosted at Wrexham General Station (within the Site). Information boards and handouts providing information, with attendees able to speak to project team members and ask questions.
- Key Stakeholder Workshop, 7th April 2025 – Presentation to key stakeholders, with Q&A session at the end.

- Second Public Consultation Event, 9th April 2025 – Hosted at Ty Pawb (700m from the Site and in accessible town centre location). Information boards and handouts providing information, with attendees able to speak to project team members and ask questions.

4.5 It was considered that a 6 week consultation process represented at satisfactory period of time to carry out the activities and allow for those involved to review the proposals and provide their feedback. It is considered that the above programme represented a robust strategy for public consultation and key stakeholder engagement, making efforts to involve as many of those as possible in the design evolution of the scheme. Further details and description of the consultation activities undertaken is outlined within 'Statement of Community Involvement' section of the Planning Support Statement (PSS) submitted in support of the Outline Application (and also made available for view at during the Statutory Pre-App Consultation process).

Consultation Feedback:

4.6 A total of 259 responses were received to the survey on the TfW Consultation Page, along with 12 additional written responses were received in from members of the public. This consisted of emails received in response to the leaflets and consultation, and handwritten feedback forms submitted at the event by attendees.

4.7 The table within section 4.12 of the PSS shows the written feedback, along with general issues and topics raised in discussions with members of the community as part of the public consultation exercise.

4.8 As part of the design evolution of the scheme, the Applicant took into consideration a number of suggested features that respondents wished to see incorporated into the development proposals. This table is shown within section 4.14 of the PSS.

4.9 For completeness, the Statement of Community Involvement' section of the Planning Support Statement has been included within this report, under Appendix 10.

05 Response to Statutory Publicity

5.1 This section of the report will outline the responses received by members of the public, community consultees and specialist consultees through the statutory pre-application consultation process.

Members of the Public / Local Community

5.2 A total of 3 responses were received by members of the public and local community, in response to the site notices and letters directly addressed to adjoining properties. The key themes and issues raised within the responses can be summarised as follows:

[redacted]	Contacted to request details on locating the hard copies pack. No follow up correspondence received.
[redacted]	Number of concerns regarding the development proposals, including: • Impact of pedestrian link path and pocket garden which will run adjacent to residents property – concerns relating to potential for anti-social behaviour as increased foot-traffic through this area. • Impacts of overlooking and loss of privacy from the proposed office building impacting properties on Grosvenor Gardens • Impacts of noise and air pollution during the construction phase of development • Impacts of noise and odour pollution resulting from the Wrexham Lager proposals Respondent also provided some suggestions on mitigating the above impacts, with reference to documents provided within the draft submission pack.

Member of public who did not disclose address	Raised concerns regarding impact from the proposed office building on neighbouring residential properties through overlooking and loss of privacy.

Community Consultees

5.3 The feedback received from the elected members consulted directly has been summarised as follows:

Cllr Marc Jones (Ward Councillor)	Responded to consultation, however advised that due to them being a member of planning committee, they are not able to make any comments at this stage.
Cllr Phil Wynn (Ward Councillor)	No response to consultation received.
Cllr Nigel Williams (Portfolio Holder)	No response to consultation received.
Cllr Mark Pritchard (Leader of the Council)	No response to consultation received.

Specialist Consultee Responses

5.4 The consultation responses received from the specialist consultees has been summarised as follows:

Wrexham CBC – Local Highways Authority	No response to consultation received.
The Health and Safety Executive	Formal response received via email (shown in Appendix 7). Consultee confirmed that the proposed development does not lie within the Consultation Zone of any of the major hazard sites or major accident hazard pipelines considered by HSE. Therefore, based on the information provided there is no need to consult HSE's Land Use Planning advice team on this application, and the consultee have no comments to make.
The Coal Authority	Formal response received (shown in Appendix 7). Consultee confirmed that as the Site falls with the Coal Authority's defined Development Low Risk Area, they have no specific comments to make, and advised that in the interest of public safety, the applicant gives due regard to the Coal Authority's Standing Advice note.
North Wales Fire and Rescue	No response to consultation received.

Other Key Stakeholders:

5.5 In addition to members of the public, elected members and specialist consultees, the Applicant also recognised the benefit in seeking direct engagement with Transport for Wales, Network Rail and other key stakeholders identified as having an interest in the development proposals. Whilst it is noted these are not classified as 'specialist consultees' it is recognised that their input on the scheme, due to their interest in the land, is important as part of the design evolution and planning process. As such, the responses received are also included within Appendix 7.

5.6 The engagement with these parties is summarised as follows:

Transport for Wales	Initial engagement and emails regarding upgrades to Mold Road, assumptions on traffic figures within the Transport Assessment, the inclusion of the railway bridge, and land ownership structure. Meeting held with TfW on 30/07/2025 to discuss points raised in further detail and provide clarification on details.

	Final comments received following meeting (Appendix 7), as follows: • Risk in including pedestrian bridge, which needs to be discussed with Network Rail • Comments on details within Transport Assessment, relating to WelTAG Stage 2 study and modelling. • Comments on Site Access proposals – consideration should be given to wider pedestrian/cycle crossing at access, with requirement for x2 signal heads for vehicles on Central Road to Mold Road.
Network Rail	Formal response received (shown in Appendix 7). Network Rail raised comments in relation to the following: Car Parking – Confirmation of parking provision figures, why the parking for the office is closer than the station, and whether a Diversity Impact Assessment has been carried out. Bus Stops – Three stops currently shown, but if not all required, what is the alternative. Traffic Management – Comments relating to signalised junctions, crossing and vehicle tracking Drawings – No plans for office building received yet Land Ownership – Not clear from the red/blue line boundary who owns what, or how the scheme relates to Network Rail land holdings Footbridge – Questions on who pays for this, will it be a PROW, will it be stepped only (or have ramped disabled access), and what will the height be. Would like to see details before agreed in principle.
Royal Mail	Formal response received (shown in Appendix 7). Royal Mail raised concerns regarding the essential nature of the A541 (Regent Street) to their operations. As such, it must be ensured that construction and operational traffic does not jeopardise Royal Mail in carrying out their obligations on postal services. Royal Mail consider that there is currently insufficient information to fully assess the traffic and transport impact upon Royal Mail operations during the construction phase at present. However, it is considered that the construction works for this scheme and the associated traffic management will be of a scale, nature and duration that could have the potential to impact Royal Mail's road-based distribution and delivery services. Royal Mail would also require notification of any updates on construction activities, planned road closures/diversions and 24-hour

	emergency contact during the delivery phase of development at the Site. In principle, Royal Mail supports the Partnership's Wrexham Gateway proposals, subject to being able to reach an agreement with the Partnership on an acceptable basis for inclusion of Royal Mail's secondary access land in the scheme
Mileway Ltd (asset managers for Jewson)	No response to consultation received.
Wrexham Scouts	Acknowledgement received, but no comments provided.
Wrexham Guides	Acknowledgement received, but no comments provided.

The Applicant's Response to Consultation Comments

5.7 The purpose of the consultation was to gain an insight into the thoughts of local residents, community consultees and specialist consultees in respect of the proposed development, to ensure that due regard was given to these views in bringing any development forward, and working any feedback into the scheme as part of the design evolution, wherever this was considered feasible or practical to do so.

5.8 It is worth stressing that this application will be seeking outline planning permission, with matters relating to appearance, layout, scale and landscaping reserved from consideration at this stage. As such, details on these aspects of the scheme will be subject to future reserved matters applications, where additional information and confirmation of design will be provided. Therefore, many of the comments and feedback received relate to details for the scheme which will be subject to future reserved matters submissions, where this level of detail is not available at this time.

Impact of Overlooking and Loss of Privacy:

5.9 The separation distance between the proposed office building and the rear elevation of the closest neighbouring dwellings has been measured as 36.00m at its closest point. The general guidance from Wrexham CBC on avoiding harmful impacts from overlooking is for habitable windows to retain a minimum of 22.00 metres when facing directly onto each other. Whilst this does not specifically apply to this situation, it serves as a design guidance.

5.10 It is also worth noting that as this is a commercial building, it will primarily only be in use during typical daytime working hours of 9am to 5pm, from Monday to Friday. Therefore

lessening any impact by nature of the proposed use. The impact of overlooking and loss of privacy would be far greater if the building was proposed for flats or other residential use.

5.11 In view of the above, we would consider that the current separation distances shown on the indicative plans would be satisfactory in avoiding any significant harm caused by overlooking and loss of privacy. The presence of hedge planting to the rear eastern boundary of the Site (as currently shown on the landscaping proposals) would offer a significant level of screening to prevent loss of privacy at some levels. These are details which are yet to be confirmed. We acknowledge these concerns and suggestions raised will be taking into account in the overall design process.

Use of Pocket Garden:

5.12 It is acknowledged that public spaces and green spaces can occasionally attract anti-social behaviour. However, this in itself should not represent a reason to stop creating such spaces for benefit of the general public and local community. The proposed development will take on board 'Designing Out Crime' measures to ensure that areas of public open space are safe and legible for use. This can include measures such as natural surveillance, active frontages and defensible boundaries, appropriate lighting and other surveillance or management measures, such as CCTV. This will be incorporated into the future design of the development. This may be an existing problem with the area, where the development proposals will represent an opportunity to resolve this.

5.13 The outline proposals seek to utilise the existing public connection through the Site, delivering an improved area of public realm and landscaping. The layout for the pedestrian link and pocket park is not fixed at this stage.

Noise & Air Pollution from Wrexham Lager:

5.14 We acknowledge that previously the Wrexham Lager proposals were not to be included within the initial round of public consultation. However, for commercial and legal reasons, these have to be included now at this stage. Compared to the office building, landscaping and internal layout/parking which we have provided indicative details on, at this stage we are not able give any further detail than is already provided on the Wrexham Lager proposals – as they are not as developed at this stage.

5.15 We are anticipating that the Council's Environmental Health Consultee will request further details within the AQA and NIA to assess the impacts of these elements of the scheme – this is something we will be providing either ahead of submission or during the assessment process.

5.16 With the scheme being in outline and details on the Wrexham lager proposals not fixed, it is not possible at this stage to provide confirmation on how noise or air pollution impacts will be managed.

Disruption during Construction Phase:

5.17 When the proposed scheme reaches future reserved matters stage, the developer will be required to submit a Construction Management Plan to the Council for approval. This is usually conditioned as part of any outline approval. A comprehensive Construction Management Plan will be submitted as part of a subsequent planning application when the layout and design of the scheme has been finalised, which will outline hours of working, HGV routing, signage required, wheel washing facilities etc. This will be scrutinised by the Council in its decision-making process. The purpose of a Construction Management Plan is to ensure that any detrimental impacts from the construction process will be mitigate and not caused significant harm to surrounding residents and businesses. It is acknowledged that there will always be some level of short term disturbance, which will be mitigated against as practically as possible.

Site Access, Signalised Crossings/Junctions and Off Site Highways Improvements

5.18 These are matters raised within the responses from Network Rail and Transport for Wales. Unfortunately, the Local Highways Authority have not provided any comments at this stage. The proposed access to the Site is considered suitable at this stage, as supported by the Transport Assessment provided.

5.19 The Applicant will, through the outline application process, engage with the Local Highways Authority to understand what off-site highways improvements would be appropriate to mitigate any impacts from the development and deliver benefits for the wider areas. Whilst recommendations have been made within the Transport Assessment at this stage, any off-site works, including signalised junctions and crossings, will be confirmed in detail at a later stage of the planning process.

Parking Provision:

5.20 As the application is in outline, with all matters reserved from consideration except for access, the details provided in regards to layout and parking spaces are indicative. As such, these do not represent a confirmation of parking provision for the finals scheme. Confirmation of details and figures for disabled parking, EV charging spaces, designated parking zones for different uses and management of the parking areas are included at this stage. As such, the Applicant has no further comment at this stage.

Inclusion of Pedestrian Footbridge:

5.21 The Outline Planning Application is seeking to establish that the principle of development is acceptable for the inclusion of a pedestrian footbridge over the railway line. This feature would significantly improve accessibility for the Site and town of Wrexham. At this stage,

no indicative details have been provided. On this basis, the Applicant is unable to answer many questions raised in relation to the footbridge at this time.

5.22 Notwithstanding, it is considered appropriate to include this within the description of development at this time.

Land Ownership Queries

5.23 The Planning Application process is not an appropriate mechanism for discussing or resolving any land ownership issues. To this end, the red and blue lines shown within the Location Plan are for planning purposes only, and is not intended to highlight to landowners who exactly owns what land holdings.

06 Conclusion

6.1 This Pre-Application Consultation Report has been prepared on behalf of the Wrexham Gateway Partnership to accompany an Outline planning application for the proposed redevelopment of the land east of Wrexham General Railway Station.

6.2 This Pre-Application Consultation Report is a statutory requirement and addresses all matters required by article 1 of the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016.

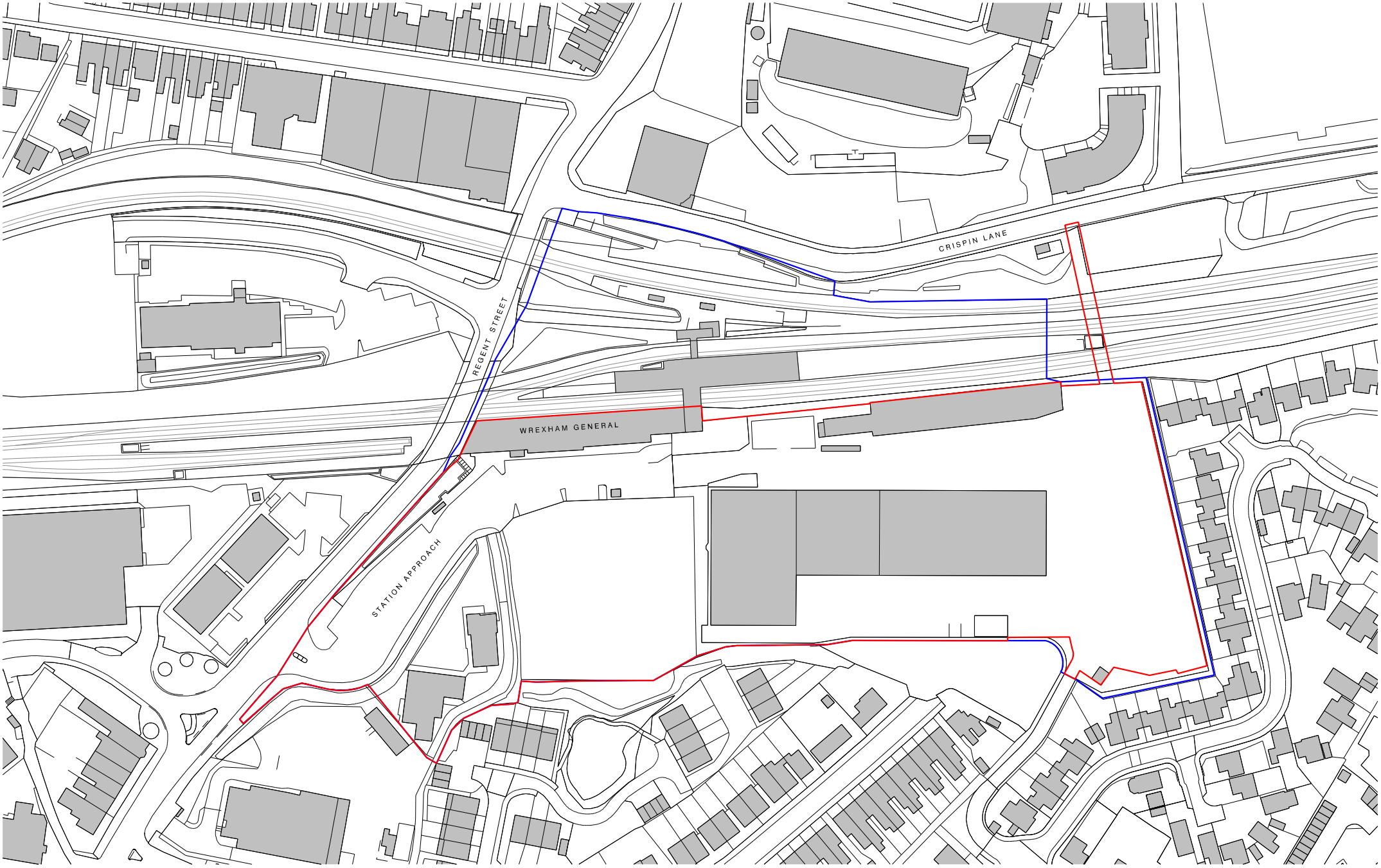
6.3 It has been demonstrated herein that the Applicant has undertaken all measures necessary to comply with the guidance. Alongside the planning application, this report demonstrates that the issues raised by the consultees have either been addressed as part of the planning application or are justified in planning terms.

Appendix Items

The following items are included within the Appendix of this report:

- Appendix 1 – Site Location Plan
- Appendix 2 – Copy of Site Notice (Schedule 1B)
- Appendix 3 – Map & photos showing Schedule 1B notice locations displayed
- Appendix 4 – List of adjoining addresses Schedule 1B notice was served upon
- Appendix 5 – Evidence of Consultation with Community Consultees
- Appendix 6 – Copies of Schedule 1C notices sent to consultees
- Appendix 7 – Consultation Page Evidence
- Appendix 8 – Responses received to from community and specialist consultees
- Appendix 9 – List of documents made available to view for submission pack
- Appendix 10 – Extract from SCI within Planning Statement

Appendix 1 – Location Plan



revision:	date:	note:
P01	20250513	preliminary first issue
P02	20250618	redline boundary updated

LEGEND

- application site
- ownership boundary

project
Wrexham Gateway

job no.
7682

title
site location plan

scale
1:1250 @ A3

drawing no.
al(05)0001

stephenson hamilton risley
STUDIO

3 riverside mews
4 commercial street
manchester, M15 4RQ
www.shr.studio
email@shr.studio
0161 832 0244

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Appendix 2 – Copy of Site Notice (Schedule 1B)

Town and Country Planning (Development Management Procedure) (Wales) Order 2012

PUBLICITY AND CONSULTATION BEFORE APPLICATION FOR PLANNING PERMISSION NOTICE UNDER ARTICLES 2C AND 2D

(to be served on owners and occupiers of adjoining land and community consultees; and displayed by site notice on or near the location of the proposed development)

Purpose of this notice: This notice provides the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority ("LPA"). Any subsequent planning application will be publicised by the relevant LPA and any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should take note that any comments submitted may be placed on a public file.

Proposed development at – Land East of Wrexham General Railway Station, Station Approach, Wrexham, LL11 2AA

I give notice that Wrexham Country Borough Council is intending to apply for planning permission for:

OUTLINE PLANNING APPLICATION FOR NEW COMMERCIAL OFFICE BUILDING, CREATION OF PUBLIC REALM AND LANDSCAPING, CONVERSION OF EXISTING BUILDINGS TO BREWERY, WITH ASSOCIATED MUSEUM AND TAPROOM/RESTAURANT, ACCESSIBILITY IMPROVEMENTS INCLUDING NEW HIGHWAY INFRASTRUCTURE AND PEDESTRIAN FOOTBRIDGE, INCLUDING PARKING FACILITIES AND COACH/TAXI DROP OFF, WITH ALL MATTERS RESERVED EXCEPT FOR ACCESS.

You may inspect copies of the proposed application; the plans; and other supporting documents online at:

https://spawforths.co.uk/consultations/wrexham-gateway-statutory-consultation/

Or view hard copies in person at: Wrexham Library, Rhosddu Rd, Wrexham LL11 1AU

Anyone who wishes to make representations about this proposed development must write to the agent at: Spawforths, Junction 41 Business Court, East Ardsley, Wakefield WF3 2AB

Or direct emails to: patrick.stone@spawforths.co.uk

The consultation will commence on Wednesday 16th July 2025, running for the required 28-day period up until 14th August 2025.

By: Patrick Stone (on behalf of Spawforths) Signed: [redacted]

Date: 15/07/2025

Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012

CYHOEDDUSRWYDD AC YMGYNGHORIAD CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO DAN ERTHYGLAU 2C A 2D

(I'w gyflwyno i berchnogion a meddianwyr tir cyffiniol ac ymgynghoreion cymunedol; a'i arddangos drwy hysbysiad safle ar neu ger y datblygiad arfaethedig)

Diben yr hysbysiad hwn: Mae'r hysbysiad hwn yn rhoi cyfle i wneud sylwadau'n uniongyrchol i'r datblygwr ynghylch datblygiad arfaethedig, cyn iddo wneud cais cynllunio i'r awdurdod cynllunio lleol ("ACLl"). Bydd unrhyw gais cynllunio dilynol yn cael ei gyhoeddi gan yr ACLl perthnasol ac ni fydd unrhyw sylwadau a geir mewn ymateb i'r hysbysiad hwn yn cyfaddawdu eich gallu i gyflwyno sylwadau i'r ACLl ar unrhyw gais cynllunio perthnasol. Sylwch y gellir rhoi unrhyw sylwadau a gyflwynwch ar ffeil gyhoeddus.

Datblygiad arfaethedig yn – Tir i'r dwyrain o Orsaf Reilffordd Wrecsam Cyffredinol, Ffordd yr Orsaf, Wrecsam, LL11 2AA

Rwy'n rhoi hysbysiad bod Cyngor Bwrdeistref Sirol Wrecsam yn bwriadu gwneud cais am ganiatâd cynllunio ar gyfer:

CAIS CYNLLUNIO AMLINELLOL AR GYFER ADEILAD SWYDDFA MASNACHOL NEWYDD, CREU ARDAL GYHOEDDUS, TIRLUNIO, TROI ADEILADAU PRESENNOL YN FRAGDY, GYDAG AMGUEDDFA A BAR CWRW/BWYTY, GWELLIANNAU HYGYRCHEDD GAN GYNNWYS SEILWAITH PRIFFYRDD NEWYDD A PHONT TROED I GERDDWYR, GAN GYNNWYS CYFLEUSTERAU PARCIO A GOLLWNG BYSUS/TAcsi, GYDA POB MATER WEDI EI GADW ER MYNEDIAD.

Gallwch archwilio copïau o'r cais arfaethedig, y cynlluniau, a dogfennau ategol eraill ar-lein yn:

https://spawforths.co.uk/ymgynghoriadau/porth-wrecsam-ymgynghoriadau-statudol/

Neu weld copïau caled yn bersonol yn: Wrecsam Llyfrgell, Rhosddu Rd, Wrecsam LL11 1AU

Rhaid i unrhyw un sy'n dymuno cyflwyno sylwadau ar y datblygiad arfaethedig hwn ysgrifennu at yr asiant yn: Spawforths, Junction 41 Business Court, East Ardsley, Wakefield WF3 2AB

Neu drwy anfon e-bost yn uniongyrchol at: patrick.stone@spawforths.co.uk

Bydd yr ymgynghoriad yn dechrau ar Ddydd Mercher 16 Gorffennaf 2025, am y cyfnod 28 diwrnod gofynnol, sef tan 14 Awst 2025

Erbyn: Patrick Stone (on behalf of Spawforths) Llofnod: [redacted]

Dyddiad: 15/07/2025

Appendix 3 – Map & photos showing Schedule 1B notice locations displayed



Map showing location of 3.no Schedule 1B Site Notices

Appendix 4 – List of adjoining addresses Schedule 1B notice was served upon

Adjoining Land Owners and Occupiers Under Schedule 1B:

- 9 Grosvenor Gardens, Wrexham, LL11 1EF
- 10 Grosvenor Gardens, Wrexham, LL11 1EF
- 11 Grosvenor Gardens, Wrexham, LL11 1EF
- 12 Grosvenor Gardens, Wrexham, LL11 1EF
- 17 Grosvenor Gardens, Wrexham, LL11 1EF
- 21 Grosvenor Gardens, Wrexham, LL11 1EF
- 22 Grosvenor Gardens, Wrexham, LL11 1EF
- 23 Grosvenor Gardens, Wrexham, LL11 1EF
- 62 Gerald Street, Wrexham, LL11 1EL
- 73 Gerald Street, Wrexham, LL11 1EL
- 9 Spring Gardens, Wrexham, LL11 2NX
- 11 Spring Gardens, Wrexham, LL11 2NX
- 15 Spring Gardens, Wrexham, LL11 2NX
- 17 Spring Gardens, Wrexham, LL11 2NX
- 19 Spring Gardens, Wrexham, LL11 2NX
- 21 Spring Gardens, Wrexham, LL11 2NX
- 23 Spring Gardens, Wrexham, LL11 2NX
- 25 Spring Gardens, Wrexham, LL11 2NX
- 27 Spring Gardens, Wrexham, LL11 2NX
- 29 Spring Gardens, Wrexham, LL11 2NX
- 31 Spring Gardens, Wrexham, LL11 2NX
- 33 Spring Gardens, Wrexham, LL11 2NX
- 35 Spring Gardens, Wrexham, LL11 2NX
- 37 Spring Gardens, Wrexham, LL11 2NX
- 39 Spring Gardens, Wrexham, LL11 2NX
- 41 Spring Gardens, Wrexham, LL11 2NX
- 45 Spring Gardens, Wrexham, LL11 2NX
- 47 Spring Gardens, Wrexham, LL11 2NX
- Wrexham Delivery Office, 94 Regent Street, Wrexham LL11 1AA

- Network Rail
  Louise Bungay-Azman
  Senior Development Manager

- TfW
  Henry Bradshaw
  Strategic Development Programme Manager

- Wrexham Scouts
  Joanne Briggs
  District Lead Volunteer – Wrexham Scouts

- Wrexham Guides
  Alison Williams
  Wrexham Guides

- Mileway Ltd (Asset Manager for Jewson site)
  George Brereton
  Asset Manager

- Royal Mail
  Abi Linford
  Estate Manager – North West, Wales & Midlands

Appendix 5 – Evidence of Consultation with Community Consultees

Spawforths
planners architects

Cllr Nigel Williams

[redacted]

15 July 2025

Dear Sir or Madam

RE: NOTIFICATION OF STATUTORY PRE-APPLICATION CONSULTATION

Spawforths have been instructed by our client, Wrexham County Borough Council, to prepare and submit an Outline Planning Application for the redevelopment of land at Wrexham General Railway Station, is detailed below:

"Outline planning application for new commercial office building, creation of public realm and landscaping, conversion of existing buildings to brewery, with associated museum and taproom/restaurant, accessibility improvements including new highway infrastructure and pedestrian footbridge, including parking facilities and coach/taxi drop off, with all matters reserved except for access.

Under the provision of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, we hereby serve notice on you as a designated community consultee (Ward Cllr or elected member). Please find enclosed the formal notice which provides details on where further information can be found, and how representations can be made.

Yours faithfully

PATRICK STONE BA (Hons) AssocRTPI
Senior Planner
patrick.stone@spawforths.co.uk

Encs: As detailed above
Cc: Wrexham County Borough Council

Spawforths
planners architects

Cllr Marc Jones

[redacted]

15 July 2025

Dear Sir or Madam

RE: NOTIFICATION OF STATUTORY PRE-APPLICATION CONSULTATION

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Yours faithfully

PATRICK STONE BA (Hons) AssocRTPI
Senior Planner
patrick.stone@spawforths.co.uk

Encs: As detailed above
Cc: Wrexham County Borough Council

Spawforths
planners architects

Cllr Phil Wynn
[redacted]

15 July 2025

Dear Sir or Madam

RE: NOTIFICATION OF STATUTORY PRE-APPLICATION CONSULTATION

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Yours faithfully

PATRICK STONE BA (Hons) AssocRTPI
Senior Planner
patrick.stone@spawforths.co.uk

Encs: As detailed above
Cc: Wrexham County Borough Council

Spawforths
planners architects

Cllr Mark Pritchard

[redacted]

15 July 2025

Dear Sir or Madam

RE: NOTIFICATION OF STATUTORY PRE-APPLICATION CONSULTATION

Spawforths have been instructed by our client, Wrexham County Borough Council, to prepare and submit an Outline Planning Application for the redevelopment of land at Wrexham General Railway Station, is detailed below:

"Outline planning application for new commercial office building, creation of public realm and landscaping, conversion of existing buildings to brewery, with associated museum and taproom/restaurant, accessibility improvements including new highway infrastructure and pedestrian footbridge, including parking facilities and coach/taxi drop off, with all matters reserved except for access.

Under the provision of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, we hereby serve notice on you as a designated community consultee (Ward Cllr or elected member). Please find enclosed the formal notice which provides details on where further information can be found, and how representations can be made.

Yours faithfully

PATRICK STONE BA (Hons) AssocRTPI
Senior Planner
patrick.stone@spawforths.co.uk

Encs: As detailed above
Cc: Wrexham County Borough Council

Appendix 6 – Copy Schedule 1C notices sent to consultees

Town and Country Planning (Development Management Procedure) (Wales) Order 2012

CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE UNDER ARTICLE 2D

(to be served on specialist consultees, as defined by article 2(1) of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012

Purpose of this notice: This notice comprises a formal request for pre-application consultation response under Article 2D of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012.

Proposed development at – Land East of Wrexham General Railway Station, Station Approach, Wrexham, LL11 2AA

I give notice that The Wrexham County Borough Council is intending to apply for planning permission for:

OUTLINE PLANNING APPLICATION FOR NEW COMMERCIAL OFFICE BUILDING, CREATION OF PUBLIC REALM AND LANDSCAPING, CONVERSION OF EXISTING BUILDINGS TO BREWERY, WITH ASSOCIATED MUSEUM AND TAPROOM/RESTAURANT, ACCESSIBILITY IMPROVEMENTS INCLUDING NEW HIGHWAY INFRASTRUCTURE AND PEDESTRIAN FOOTBRIDGE, INCLUDING PARKING FACILITIES AND COACH/TAXI DROP OFF, WITH ALL MATTERS RESERVED EXCEPT FOR ACCESS.

A copy of the proposed application; plans; and other supporting documents can be viewed online at: https://spawforths.co.uk/consultations/wrexham-gateway-statutory-consultation/

In accordance with the requirements of article 2E of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, a consultation response must be sent to Patrick.stone@spawforths.co.uk no later than 14th August 2025.

By: Patrick Stone (on behalf of Spawforths)

Signed: [redacted]

Date: 15/07/2025

Appendix 7 – Consultation Page Evidence

https://spawforths.co.uk/engagement-portal/

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Engagement **Portal**

Explore our live engagements, view supporting documents, and share your feedback on plans that may affect your local area. Your input helps shape better places.



Wrexham Gateway – Statutory Consultation

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Wrexham Gateway

Spawforths have been instructed by our client, Wrexham County Borough Council, to prepare and submit an Outline Planning Application for the redevelopment of land at Wrexham General Railway Station. The description of development is outlined below:

"Outline planning application for new commercial office building, creation of public realm and landscaping, conversion of existing buildings to brewery, with associated museum and taproom/restaurant, accessibility improvements including new highway infrastructure and pedestrian footbridge, including parking facilities and coach/taxi drop off, with all matters reserved except for access."

Under the provisions of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, we are required to submit a draft submission package for the above planning application, making this available for public view. This consultation page contains all the drawings and documents that will be submitted as part of the application. Hard copies of the submission pack are also available to view at Wrexham Library, Rhosddu Road, Wrexham, LL11 1AU.

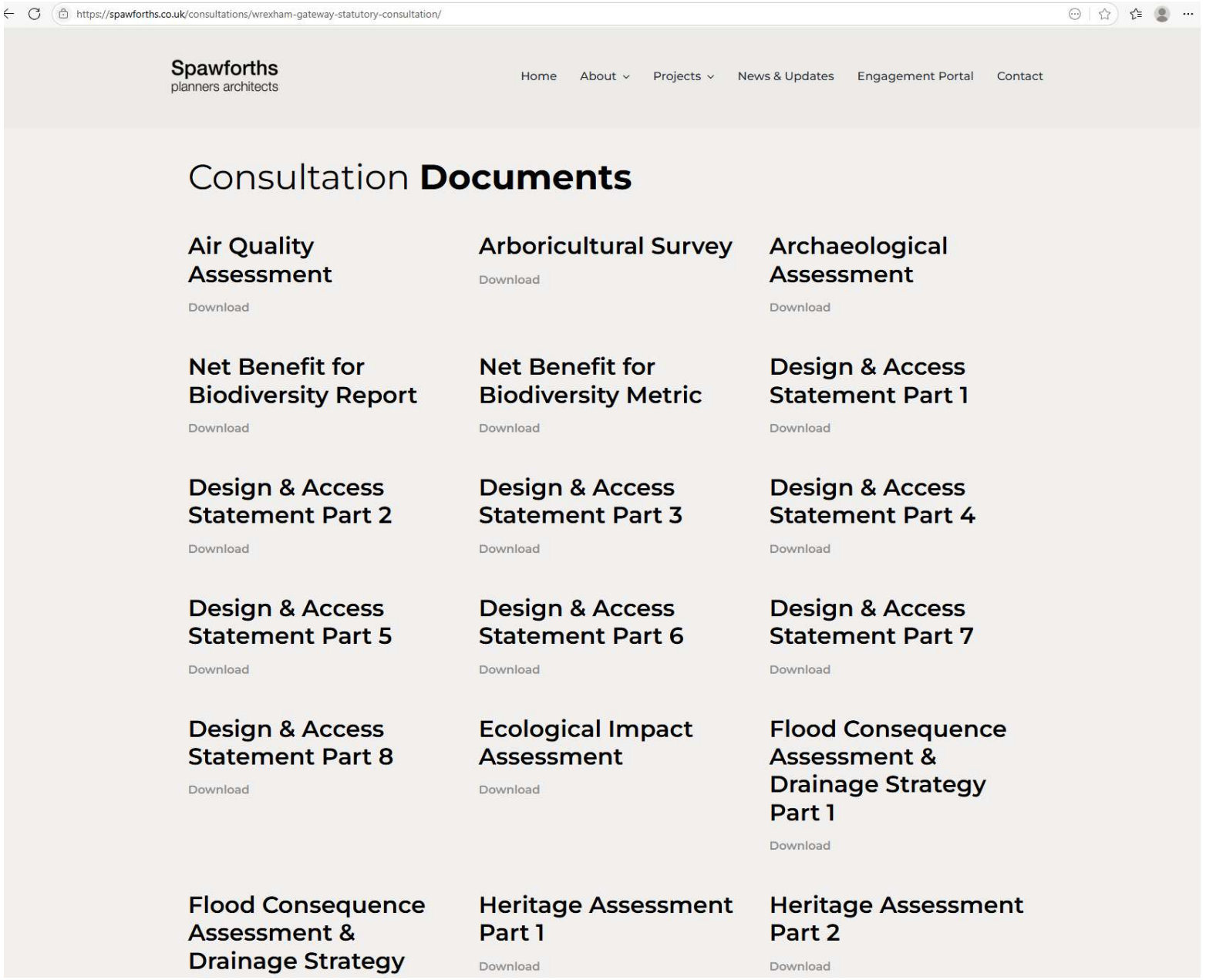
Under the requirements to notify the relevant interested parties of this consultation; the neighbouring properties, elected members and statutory consultees have been notified directly in writing, and notices have been displayed on the Site.

This statutory pre-application consultation commenced on Wednesday 16th July 2025, and will run for 28 days, up until Wednesday 12th August 2025. Anyone who wishes to make representations can submit these:

via email to patrick.stone@spawforths.co.uk,

or write to us at Spawforths, Junction 41 Business Court, East Ardsley, Wakefield WF3 2AB.

Consultation **Documents**


https://spawforths.co.uk/consultations/wrexham-gateway-statutory-consultation/
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Design & Access Statement Part 4
Download
Design & Access Statement Part 5
Download
Design & Access Statement Part 6
Download
Design & Access Statement Part 7
Download
Design & Access Statement Part 8
Download
Ecological Impact Assessment
Download
Flood Consequence Assessment & Drainage Strategy Part 1
Download
Flood Consequence Assessment & Drainage Strategy
Heritage Assessment Part 1
Download
Heritage Assessment Part 2
Download

Appendix 8 – Responses received to from community and specialist consultees

From: Marc1 Jones
To: Patrick Stone
Subject: Re Statutory Pre-Application Consultation
Date: 16 July 2025 15:54:57

Dear Patrick

Many thanks for your email and the information regarding the proposed developments.

As a member of the planning committee, I won't be making any comments at this stage but - as you can imagine - I am very interested in how the scheme develops and will be urging my residents in the Grosvenor ward to take part in any consultation.

All the best

Marc

Y Cynghorydd / **Councillor Marc Jones**
Plaid Cymru, Grosvenor
Cyngor Bwrdeistref Sirol Wrecsam / **Wrexham County Borough Council**

01978 366735
07747 792441
@marcvjones
www.facebook.com/marc.jones.526

From: Patrick Stone [redacted]
Sent: Tuesday, July 15, 2025 12:39:44 PM
To: Marc1 Jones [redacted]
Subject: Statutory Pre-Application Consultation

> Dear Cllr Jones,
>
> Spawforths have been instructed by our client, Wrexham County Borough Council, to prepare and submit an Outline Planning Application for the redevelopment of land at Wrexham General Railway Station.
>
> Due to the scale of the proposed development, we are required to carry out statutory pre-app consultation with landowners/occupiers, community consultees (Cllrs) and statutory consultees. As such, we hereby serve notice on you as a designated community consultee (Ward Cllr or elected member).
>
> Please find enclosed for covering letter and the formal notice which provides details on where further information can be found, and how representations can be made. Both these have also been sent to you by post for completeness.

From: LUP enquiries
To: Patrick Stone
Subject: Statutory Pre-Application Consultation
Date: 18 July 2025 09:40:34
Attachments: image001.png

> You don't often get email from lupenquiries@hse.gov.uk. Learn why this is important

Dear Mr Stone,

Thank you for your letter to the Health and Safety Executive (HSE), requesting our comments on the planning pre-application for an office building, brewery, museum and other facilities on land east of Wrexham General Station.

HSE's Land Use Planning advice team is a consultee for certain developments within the Consultation Zones of major hazard sites and major accident hazard pipelines.
These types of development include:

- residential accommodation;
- more than 250m2 of retail floor space;
- more than 500m2 of office floor space;
- more than 750m2 of floor space to be used for an industrial process;
- transport links;
- or developments which are otherwise likely to result in a material increase in the number of persons working within or visiting the notified area (once the construction work has been completed).

HSE has developed a Web App (https://pa.hsl.gov.uk/) to provide planning authorities and developers with HSE's Land Use Planning advice for new developments.

In this case, we can confirm that the proposed development does not lie within the Consultation Zone of any of the major hazard sites or major accident hazard pipelines considered by HSE. Therefore, based on the information provided there is no need to consult HSE's Land Use Planning advice team on this application, and we have no comments to make.

We should be grateful if you could use the HSE LUP Web App with future planning applications for relevant development types to assess whether they lie within the Consultation Zone of a major hazard site or major accident hazard pipeline (Phase 1), and if necessary to obtain HSE's LUP advice (Phase 2). Phase 1 of the WebApp is free.

Yours sincerely

Richard Lomax | Land Use Planning advice team
Health and Safety Executive | CEMHD 5B
1.2 Redgrave Court, Bootle L20 7HS
richard.lomax@hse.gov.uk

HSE PROTECTING PEOPLE AND PLACES

The Coal Authority

200 Lichfield Lane
Mansfield
Nottinghamshire
NG18 4RG

T: 01623 637 119 (Planning Enquiries)

E: planningconsultation@coal.gov.uk

W: www.gov.uk/coalauthority

For the attention of: Patrick Stone
Wrexham County Borough Council

[By email: Patrick.Stone@spawforths.co.uk]

16 July 2025

Dear Patrick Stone

Re: Pre-Application Wrexham General Railway Station

Outline planning application for new commercial office building, creation of public realm and landscaping, conversion of existing buildings to brewery, with associated museum and taproom/restaurant, accessibility improvements including new highway infrastructure and pedestrian footbridge, including parking facilities and coach/taxi drop off, with all matters reserved except for access; Land East Of Wrexham General Railway Station, Station Approach, Wrexham, LL11 2AA

Thank you for your notification of 15 July 2025 seeking the views of the Coal Authority on the above.

The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

We have reviewed the site location plan provided and can confirm that the site falls within the Coal Authority's defined Development Low Risk Area. On this basis we have no specific comments to make.

However, in the interest of public safety, it is requested that the Coal Authority's Standing Advice note is drawn to the applicant's attention, where relevant.

Yours

Proposed Planning Application by the Wrexham Gateway Partnership for the East Wrexham Gateway Project

Royal Mail response to consultation

By email only – 11/08/25.

Introduction

Royal Mail Group Limited and its consultants BNP Paribas Real Estate have reviewed the Wrexham Gateway Partnership's ("the Partnership") consultation material for the above project.

Royal Mail supports, in principle, the Wrexham Gateway scheme and does not wish to stop or delay the construction works for this important town centre regeneration project from occurring. However, Royal Mail must ensure the protection of its future ability to provide an efficient mail sorting and delivering service to the public in accordance with its statutory obligations. Royal Mail's objective of submitting this consultation response to the Partnership's pre-application consultation is to seek to ensure the protection of its future ability to provide an efficient mail sorting and delivery service to the public and business community in accordance with its statutory obligations.

Of relevance to this consultation response is paragraph 200 of the NPPF (December 2024) which states:

"Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed."

For Wrexham Gateway, the Partnership is the agent of change, Royal Mail is an existing business.

Royal Mail – Relevant background

Under section 35 of the Postal Services Act 2011, Royal Mail has been designated by Ofcom as a provider of the Universal Postal Service. Royal Mail is the only such provider in the United Kingdom. The Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service.

Royal Mail is under some of the highest specification performance obligations for quality of service in Europe. Its performance of the Universal Service Provider obligations is in the public interest, and this should not be affected detrimentally by any statutorily authorised project.

Royal Mail's postal sorting and delivery operations rely heavily on road communications. Royal Mail's ability to provide efficient mail collection, sorting and delivery to the public is sensitive to changes in the capacity of the highway network.

Any periods of road disruption / closure, night or day, on or to the surrounding highway network has the potential to impact operations and may consequently disrupt Royal Mail's ability to provide the Universal Obligation. This is an issue throughout the year but Royal Mail's operations are most susceptible to

disruption from traffic impact during Christmas operational period, running between October and January, when mail and parcel volumes are at their highest.

Wrexham Delivery Office

Royal Mail owns and operates the Wrexham Delivery Office which sits immediately adjacent to the Partnership's proposed Wrexham Gateway pre-application boundary.

In 2021 Royal Mail invested in a significant expansion and reconfiguration of the Delivery Office site to provide additional capacity, demonstrating Royal Mail's ongoing commitment to the site and its key strategic importance.

Royal Mail has no plans to close Wrexham Delivery Office or reduce the size of its operation, and the site is currently operating effectively. All mail and parcel movements in to and out of Wrexham Deliver Office are by road, via the A541 Regent Street.

Significantly, the Partnership's pre-application site for Wrexham Gateway includes land within the ownership of Royal Mail comprising a secondary access to Station Approach serving Wrexham Delivery Office.

Royal Mail notes that the pre-application boundary does not include the remainder of the Wrexham Delivery Office site, however it is noted that the Design and Access Statement includes reference to a 2022 masterplan which does include the whole of the Delivery Office site.

Every day, in exercising its statutory duties multiple Royal Mail fleet, staff and visitor vehicles use the A541 Regent Street which provides the principal access to the Delivery Office. As set out below, it is considered that there is a potential for the A541 Regent Street to be affected by construction traffic and traffic management measures during the construction phase of the Gateway scheme.

Royal Mail position on the Wrexham Gateway Scheme as of August 2025

The proposed Wrexham Gateway scheme may potentially impact on Royal Mail as follows:

1. The delivery of the pre-application scheme for Wrexham Gateway as proposed would require acquisition by the Partnership and development of part of the existing Wrexham Delivery Office site.
2. There is insufficient information to fully assess the traffic and transport impact upon Royal Mail operations during the construction phase at present. However, it is considered that the construction works for this scheme and the associated traffic management will be of a scale, nature and duration that could have the potential to impact Royal Mail's road-based distribution and delivery services.
3. The scheme as proposed in the pre-application consultation would represent a significant intensification from the existing uses within the proposal boundary. The transport hub, the landmark commercial development and the associated leisure would, once built and occupied, increase vehicle movements on the A541 and activity levels and in the area generally. These effects have potential to impact Royal Mail's road-based services in to and out of Wrexham Delivery Office during the scheme's operational phase.

4. Lastly, due to the proximity of the scheme to the DO there is some risk of other disturbance to RM operations (e.g. noise and dust).

In relation to 1, above, Royal Mail is open to continued dialogue with the Partnership in relation to the possible future inclusion of the Delivery Offices' secondary access land in the Wrexham Gateway development, but not in relation to any other parts of the Wrexham Delivery Office site (please see the following section).

In order to seek to address 2. above, advanced knowledge and approval of any Traffic Management, road closures or other works affecting the public highway, its capacity or journey times is usually the key to enable Royal Mail to manage impacts on its operations and business. To this end Royal Mail will require commitment to advanced consultation in relation to works affecting the highway by the Partnership or its contractors.

It is acknowledged by Royal Mail that the scheme is at a very early stage of preparation. As above, Royal Mail supports the principle of Wrexham Gateway scheme and does not wish to stop or delay the construction works for this important infrastructure project from occurring. However, Royal Mail does wish to ensure the protection of its future ability to provide an efficient mail sorting and delivering service to the public in accordance with its statutory obligations.

In order to protect Royal Mail's position, it is requested that the future Construction Traffic Management Plan (CTMP) and/or other approved documents include the following mitigations, which would address Royal Mail's concerns re 2. above:

a) A requirement that during the construction phase Royal Mail is notified by the Partnership or its contractors at least one month in advance on any proposed road closures / diversions / alternative access arrangements, hours of working; and

b) Where road closures /diversions are proposed, the Partnership or its contractors should be required to liaise and consult with Royal Mail at least two months in advance to ensure any alternative highway routes are suitable for Royal Mail operational use and do not unduly restrict or delay Royal Mail from fulfilling its statutory and commercial obligations; and

c) A mechanism that informs Royal Mail about any other works affecting the local highways network (having regard in particular to the Delivery Office); and

d) A 24-hour emergency contact to ensure resilience in the event of unexpected disruptions to the Delivery Office operation.

Prior consultation and / or notification have previously been secured by Royal Mail in CTMPs for countless large-scale schemes nationwide, including Nationally Significant Infrastructure such as the National Highways Lower Thames Crossing and the SEGRO's East Midlands Gateway scheme. These measures have been considered reasonable by scheme promoters and have worked to good effect in mitigating impact on Royal Mail's assets and operations.

Regarding 3. above, Royal Mail requests that the Partnership undertakes a detailed Traffic Impact Assessment for the proposed Wrexham Gateway development including traffic modelling that has full regard to Royal Mail's traffic flows and its Universal Service Obligation. It is requested that Royal Mail is fully consulted by the Partnership and its consultants on the Traffic Impact Assessment during its preparation and finalisation in advance of submission of any future planning application.

Lastly regarding 4. above, where non highways related disturbance is likely to occur, including but not limited to, noise, dust etc that could affect the operation of the Delivery Office or materially impact its staff or customers (day or night), Royal Mail requests that at least one months' notice of such disturbance is provided by the Partnership or its contractors to be secured in a planning condition to the eventual planning permission. The planning condition should also place an obligation on the Partnership and its contractors to reasonably minimise any such disturbance or potential for it to occur.

Royal Mail position on the wider Wrexham Gateway Scheme Masterplan (2022)

Wrexham Gateway consultation documents refer to a 2022 Masterplan Document which includes Royal Mail's land ownership, shown shaded Green below.



Whilst the land comprising Royal Mail's full land ownership has since been removed from the proposals, Royal Mail wish to formally lodge an in-principle objection to any redevelopment of the Delivery Office site.

The Partnership's position on the 2022 Masterplan document, and any future ambitions for Royal Mail's land ownership should be confirmed at the earliest opportunity, with further engagement considered essential.

Summary

In principle, Royal Mail supports the Partnership's Wrexham Gateway proposals, subject to being able to reach an agreement with the Partnership on an acceptable basis for inclusion of Royal Mail's secondary access land in the scheme.

Notwithstanding this and in the meantime, Royal Mail wishes to reserve its position to submit representations on the Wrexham Gateway scheme and to object to the future planning application if the above identified impacts and issues for Royal Mail are not addressed by the Partnership to Royal Mail's satisfaction.

Royal Mail welcomes a continued dialogue with the Partnership to inform any further consultation.

Should the Partnership have any questions, correspondence should be sent to:

Dennis McCafferty ([redacted]), Estate Manager (North West, Wales and Midlands), Royal Mail Group Limited

Dan Parry-Jones ([redacted]), Director, BNP Paribas Real Estate

Luke Willis ([redacted]), Planner, Strutt & Parker/ BNP Paribas Real Estate

Please confirm receipt of this consultation response by Royal Mail.

End

20 August 2025

Wrexham Gateway development: Response to pre application for outline planning permission

Thank you for the opportunity to comment as part of the consultation for the Wrexham Gateway proposals. We understand that the proposals involve construction of new commercial office building, creation of public realm and landscaping, conversion of existing buildings to brewery, with associated museum and taproom/restaurant, accessibility improvements including new highway infrastructure and pedestrian footbridge, including parking facilities and coach/taxi drop off, with all matters reserved except for access.

Below we have listed some of our comments which you might want to consider as you progress to outline planning:

Car Park

- The drawing shows 7 disabled spaces. The previous versions of the drawings which we've seen showed segregation between station, office and brewery related spaces but the current drawing does not show this.
- In April we provided comments on the most recent set of designs. One comment was that there was no table of existing/proposed spaces to demonstrate what growth (or at least not worse than it is today) for the station and this is still missing. It needs to separately identify EV/disabled/station users/rail staff/office/brewery/drop-off/bus/taxi and cycle numbers.
- We made a comment about how the parking use will be managed to prevent a 'free for all'.
- There was also a comment asking why the office is allocated spaces with less walk than for station users.
- There was also a requirement to confirm average walk distance from disabled and station user's spaces to the station entrance (existing and proposed) to demonstrate the magnitude of the change for rail users.
- It will need to be confirmed how many spaces are to be created as part of the Wrexham Gateway project, and if this is more/less than the current amount of station spaces. If it is less than the current amount, then a minor modification will be needed, as per Department for Transport requirements.
- Regardless of this, the proposed location of the new car park now appears to be further than 20 metres from the station entrance, which in itself will require a minor modification.
- Has a Diversity Impact Assessment (DIA) been carried out for the individual parts of the redevelopment programme, e.g., the redesign of the station building. Furthermore, has a DIA been carried out to assess the changing of the car park.

Bus stops

- Three bus stops are proposed but it's been previously stated that bus operators may not use them and if they did they may only need one stop. There needs to be a debate on the best way forward. If they are not all necessary then either the office can be bigger, the car parking can be provided closer to the station, or the boulevard can be bigger.
- Similarly, regarding the rail-replacement coach spaces, which if not 'managed' will just be used as car parking and not be available when needed.

Network Rail Operational Usage of the Station

- What is the parking provision for Network Rail Operations and where would it be re-located to? This needs to be considered as part of the application.

Traffic management

- Somewhere in the text it mentions a signalised junction on Mold Road, but this is not shown on the drawing. It is not clear whether this will include pedestrian (pelican type) provision across the main road or across the station access road.
- In April we commented that the 'table' crossing halfway along the access road would not be used by most pedestrians walking from the city centre to the station, who would instead want to follow the 'desire line' crossing near the start of the access road to use the boulevard public realm towards the station entrance. This is alright if there is a pelican crossing at the Mold Road end of the access road but is dangerous otherwise.
- Bus tracking needs to be completed, particularly for the roundabout. It seems clear that the only vehicle access to the brewery site will also be via this access road (the other existing gate will only be used by peds/cycles) so articulated lorries will also be using this access road and the road widths need to demonstrate tracking for these too.

Planning drawings

- We shared comments on drawings for the scheme in April but are yet to receive a response.
- There are also many items which remain at large from our November 2024 and December 2024 comments.
- We still haven't received any drawings for the office block. This is now stated as a 5-storey block (on a small footprint) so will dwarf both the listed station entrance and the houses opposite.
- At some stage Network Rail needs to see all the documents we raised as missing in April, which support the planning application.
- The designs we saw in April said that public toilets will be provided, but none are documented elsewhere or shown on the drawings. Is this in reference to the 'paid side' existing station toilets, which are for rail users only?
- On the drawing the pink and green colours for the office block and the pink colour for the footbridge are not described.

Land ownership

- Land ownership (existing and proposed) is still not understood. The blue line ownership boundary on the drawing is not shown for most of the site and there is no understanding on what land transfers or swaps are proposed and how this affects Network Rail's current land holding.
- The new planning document is silent on this, and on whether Network Rail will be compensated for loss of land or Network Rail car park land being separated from the station by third party areas. Does Network Rail support the scheme and have all the required legals been agreed in principle? Is Network Rail contributing to the scheme cost, is it neutral or is Network Rail being compensated for losing key land?

Footbridge

- Need to understand who will pay for and who will own the new footbridge at the north end of the site.
- Will this be a Permanent Right of Way? It is drawn as if it will be stepped type only, so no disabled access.
- The footbridge height above the railway will need to be agreed in due course, including whether this is to be electrification compliant (south end bridge probably isn't) and for signal sighting etc.
- It would be good to agree these things in principle before outline planning is approved.

Project staging

- At some point project staging needs to be agreed. This needs to include completion and putting to use of the new station access road and station parking before loss of the existing access and parking (and before office/brewery construction so that there is land availability for staging the arrangements). This needs to be a planning condition.

Conclusions

In conclusion there are quite a few outstanding comments on the scheme which Network Rail would like to be resolved. With regards to the increased distance to the car park and the loss of Network Rail Land for the office block this scheme could be seen as a disbenefit to rail users. It's therefore important that the details we've highlighted above are answered to show that the benefits of any increase in parking, improvement of the public realm and other amenity improvements outweigh the disbenefits.

Thank you for considering our comments, and we look forward to our continuing involvement in the development of this scheme.

From:	Gwyn Davies (Strategic Planning and Development)
To:	Gwen Thomas; Alistair Aldridge; Leanne Taylor; Patrick Stone
Cc:	Henry Bradshaw (Strategic Development); Dave McCullough (Active Travel and Placemaking)
Subject:	Wrexham Gateway - Pre-Application Comments (TfW)
Date:	30 July 2025 16:24:29
Attachments:	image001.png image002.png
Importance:	High

Hi Everyone,

Thanks for your time just now, please see below a broad summary of the comments. They are split as follows:

- General Comments – some of the main non-technical points considered.
- Transport Assessment Comments – the comments specifically in relation to the Transport Assessment for you to pass on to your Transport Consultants (happy to speak with them direct as well if useful).
- Site Access Proposals – comments in relation to the layout of the access proposals. I've also cc'd in @Gwen Thomas for her context, following your email earlier Alistair.

Any questions, let me know!

General Comments

1. We have received comments from Dave and AT relating to the provision of cycle parking across the site. We discussed and happy for the specific details of this to be captured in ongoing discussions as this is not critical to the outline application.
2. There is a potential risk with inclusion the bridge over the railway to the north of the station, which should be discussed with Network Rail. Henry is going to see if he can chase this up with them to make sure it is on their radar.
3. Noted that there is no parking provision for the commercial space. There is a risk that the drop-off bays could be used by commercial space users, to the detriment of rail users, but this will need to be considered in further detail at a later date.

Transport Assessment Comments

1. 5.20 states: *The WelTAG Stage 2 Study modelled the commercial uses in the new gateway building as car free*. This is not technically correct as there was a trip rate assumed for the offices on the basis that there would be some drop-offs, although there would be no parking.
2. There has been no allowance in the station trip generation for potential increases in demand in the future for the station. For example, the additional services along the Borderlands Line. It would be useful to consider this as part of a sensitivity test.

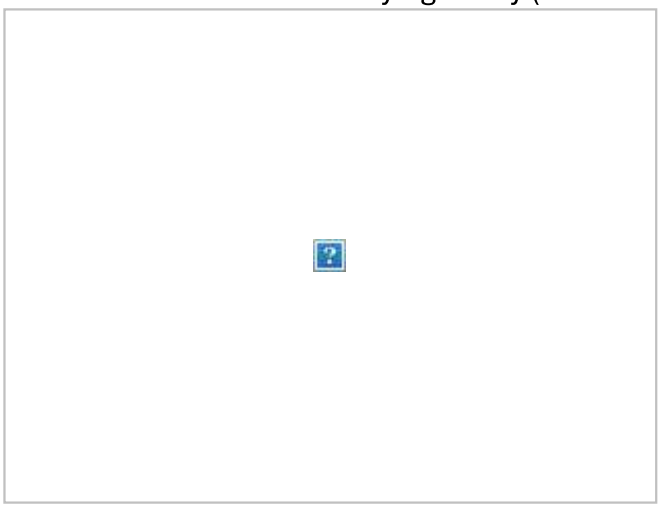
3. There has also been no allowance for additional bus services to/from the site within the modelling. Whilst this may not impact things, I think it would be useful to include them, or at least justify why they haven't been included.
4. 6.18-6.20 – the development of the Kop stand needs to be clarified, as the WelTAG Stage 2 work was based on the previous approval. In particular, as discussed, I understand that the conference element may have been reduced/removed, which would impact on trip generation (positively) and should be reflected in the TA.
5. 6.24 – refers to an 'event' at the Racecourse Ground. Does this mean a match-day or conference event? I think this should be clarified, particularly in the context of the above comment.
6. Looking at the modelling, it appears that the 'base' scenario includes the signalisation of the access to the station. The signalisation was proposed as part of the Wrexham Gateway WelTAG Stage 2 work and therefore this should not form part of the base. The base should be the existing layout + Mold Road AT Enhancements Phase 1.
7. I have some concerns regarding the LinSig modelling undertaken, as there are some arms (particularly the western Mold Road approach to the station access junction) which has queue lengths far in excess of the available stacking capacity. Whilst I don't have a view on this from a 'TfW' perspective, I would expect that WCBC Highways DC will pick-up on this and therefore it may be beneficial to review this in advance of submission.
8. There is no chapter for 'mitigation measures' in the TA. For me, the signalisation of the access junction would be the 'mitigation measure' – although appreciate this is less essential in the context of TfW's comments!

Site Access Proposals

1. Consideration should be given to providing a wider pedestrian/cycle crossing at the site access, to support with journeys to/from the station. At the minute, the crossing is not on the desire line to the station and therefore is not great from a rail perspective. It would also be worth considering raising the crossing so that it is at footway level, to make sure speeds are reduced and that AT priority is clear. I was thinking something similar to the below – although happy to take Gwen's view.



2. In a similar vein, based on the modelling, I would suggest that 2x signal heads will be needed for vehicles from Central Road to Mold Road with the proposal in place. I assume this is different to the current Mold Road AT proposals for Phase 1, where I understand only 1x signal head is proposed. There may be an opportunity to incorporate this within the Mold Road AT proposals (or at least future proof it) to avoid having to rip everything up again in a couple of years. See below what I'm trying to say (red is the signal heads).



Thanks again,

Gwyn Davies
Uwch Reolwr Prosiect | Senior Project Manager
Trafnidiaeth Cymru **/** Transport for Wales
Ffon Symudol / Mobile: 07812701179
Ellice House (Unit H), Wrexham Technology Park, Yale Business Village, Ellice Way, Wrexham, LL13 7YL
Bwriedir yr e-bost yma (ac unrhyw atodiad) ar gyfer y dderbynnydd yn unig ac mae e'n gyfrinachol. Os ydych chi wedi derbyn yr e-bost yma er gamgymeriad, plîs hanfonwch yn ôl i ni ar unwaith a ddilëwch y neges heb ei ddarllen, copïo neu ledaenu.
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Appendix 9 – List of documents made available to view for submission pack

Document Title	Document ref.	Scale / Format	Prepared by
Supporting Statements and Technical Reports			
Draft Application Form & Certificates	N/A	-	Spawforths
Planning Support Statement	P4684-SPA-RP-TP-001-B	-	Spawforths
Design and Access Statement	P01	-	SHR Architecture
Transport Assessment	250701/SK224114/TA01(-01)	-	SK Transport Planning
Transport Assessment Appendices (including Framework Travel Plan)	250701/SK224114/TA01(-01) Vol. 2	-	SK Transport Planning
Flood Consequences Assessment and Drainage Strategy	3709-CIV-XX-XX-R-C-30001	-	Civic Engineers
Arboricultural Survey	2025-05-573669-Rev 2	-	Ante Group
Ecological Impact Assessment	FE500/EcIA01	-	Futures Ecology
Biodiversity Net Gain Report	FE500/BIA01	-	Futures Ecology
Biodiversity Net Gain Metric	N/A	-	Futures Ecology
Heritage Statement	61238-Wrexham Gateway Heritage Assessment	-	Civic Heritage
Archaeological Assessment	61080-Wrexham Gateway Archaeological Assessment	-	Civic Heritage
Phase 1 Ground Investigation	51146-CE-XX-XX-R-G-1001	-	Civic Earth
Air Quality Assessment	Rev 03	-	Hoare Lea
Noise Impact Assessment	Rev 02	-	Hoare Lea
Sustainability Appraisal	V02	-	Cushman & Wakefield
Drawings			
Site Location Plan	7682-al(05)0001-P02	1:1250 @ A3	SHR Architecture
Proposed Indicative Site Plan	7682-al(05)0010-P02	1:1250 @ A3	SHR Architecture
Proposed Parameters Plans	7682-al(05)0020-P02	1:1250 @ A3	SHR Architecture

Appendix 10 – ‘Statement of Community Involvement’ extract from Planning Statement

04 Statement of Community Involvement

4.1 Applicants are encouraged to carry out meaningful pre-application consultation with the local community and key stakeholders ahead of the preparation and submission of major planning application. Due regard has been given to the 'Pre-application Community Consultation: Best Practice Guidance for Developers: December 2021' produced by the Welsh Government, in devising the public consultation strategy for this project. Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.

4.2 In accordance with the Part 1A of The Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 (hereafter referred to as the DMPWO), all major developments are required to be subject to pre-application consultation, prior to the Planning Application being validated by the Local Planning Authority. In the context of the proposed development at this Site, a 'Major Development' is defined as being the provision of a building(s) where the floorspace created exceeds 1,000 sqm and development carried out on a site area exceeding 1 hectare.

4.3 A Pre-Application Consultation Report will be prepared following the conclusion of this process, and submitted to the LPA as part of the forthcoming Outline Planning Application. However, the applicant has carried out a separate community consultation and key stakeholder engagement process in addition to the statutory requirements, as detailed below.

Community Consultation and Key Stakeholder Engagement:

4.4 In line with the advice of the Pre-application Community Consultation: Best Practice Guidance for Developers document, the Applicant created a consultation timeline of activities at the start of the project will help to deliver the non-statutory and statutory engagement activities in a structured and comprehensive manner.

4.5 The Applicant carried out extensive pre-application consultation, commencing on 21st March 2025, with public comments closing on 5th May 2025. This was carried out ahead of the statutory consultation period. It was considered that a 6 week consultation process represented at satisfactory period of time to carry out the activities and allow for those involved to review the proposals and provide their feedback.

4.6 An overview of the pre-application consultation and engagement activities undertaken is as follows:

- Leaflet Drop, 21st March 2025 – Leaflets distributed to approx. 725 properties situated within a 600m radius of the Application Site.
- Full Council Briefing, 25th March 2025 – Presentation to Wrexham Council Members, with Q&A session at the end.

- Design Review Panel, 26th March 2025 – Meeting between Applicant, Design Team and Design Commission for Wales Design Review Panel.

- Website Launch, 31st March 2025 – Consultation web page launched on Transport for Wales (TfW) website. Providing further information on the proposed development and feedback questionnaire.

- First Public Consultation Event, 1st April 2025 – Hosted at Wrexham General Station (within the Site). Information boards and handouts providing information, with attendees able to speak to project team members and ask questions.

- Key Stakeholder Workshop, 7th April 2025 – Presentation to key stakeholders, with Q&A session at the end.

- Second Public Consultation Event, 9th April 2025 – Hosted at Ty Pawb (700m from the Site and in accessible town centre location). Information boards and handouts providing information, with attendees able to speak to project team members and ask questions.

- Statutory Pre-Application Process, 16th July 2024 to 14th August – Formal process carried out in accordance with Section 2C and 2G of the DMPWO. Pre-Application was advertised via site notices, letters to adjoining properties and landowners, direct emails to key stakeholders and statutory consultees. A full submission pack was made available to view in person at Wrexham Library, and also online through Spawforth's website. This process and the responses received are outline in full within the Pre-Application Consultation Report, in order to satisfy the validation requirements for the Outline Planning Application.

4.7 Wider consultation with the general public commenced on 21st March 2025, with consultation leaflets distributed to a total of 725 properties within a 600m radius of the Site. The leaflet provided brief details on the development proposals and the Site. The leaflet also advertised the upcoming consultation events, provided links to website and contact details for feedback.

4.8 In order to provide a greater level of detail on the development proposals, and to provide a platform allowing members of the public to provide their feedback, a consultation web page was set up through Transport for Wales (TfW), who are a key member of the Wrexham Gateway Partnership. The web page advised that 'All comments received will be considered and where possible and practical will be used to inform the proposed development', and provided a survey to give feedback on the proposals, as well as contact details for any direct communication and questions.

4.9 Two public consultation events were held within Wrexham. The first taking place at Wrexham General Railway Station on 1st April, and the second at Ty Pawb art gallery and community centre on 9th April. These venues were chose as appropriately located an accessible within Wrexham, as well as being well known to the local community. Members of the public were invited to attend from 10:00 to 16:00. Information boards were available to provide further details on the scheme, along with large copies of the indicative masterplan. The event was staffed by representatives from the Gateway Partnership, Spawforths, Transport for Wales and the design team, to discuss with members of the public and answer questions.

4.10 Key Stakeholder Engagement was undertaken through online meetings hosted on 25th March and 7th April. This consisted of a presentation to members, given by the project managers from the

Wrexham Gateway Partnership, with an opportunity for questions and discussions at the end. The purpose of the briefings were to:

- Provide an overview of the vision for Wrexham Gateway Eastern Development Zone and the development proposals
- Ensure members and key stakeholders are aware of the programme and timescales for both the public consultation programme and planning application submission.
- Give members and key stakeholders the opportunity to raise any concerns and opportunities ahead of the wider consultation and finalisation of design.

4.11 A total of 259 responses were received to the survey on the TfW Consultation Page, along with 12 additional written responses were received in from members of the public. This consisted of emails received in response to the leaflets and consultation, and handwritten feedback forms submitted at the event by attendees.

4.12 The table below shows the written feedback, along with general issues and topics raised in discussions with members of the community as part of the public consultation exercise.

Topic / Issue	Comments Received	Developer Response
Principle of Development	General support for the principle of redeveloping the Site.	The Applicant is encouraged by the general positive consensus from the Wrexham Community regarding redeveloping the Site, and what positives this can bring.
	Questions raised on alternative uses for the Site – including multi-storey car parking, and retail and F&B facilities.	Alternative uses for the site were explored as part of the capacity surveys and feasibility studies. It was ultimately determined that the transport hub, office floorspace and areas of public realm were optimum uses of the Site.
Highways Impact & Traffic	Concerns with increased traffic and how this will impact the wider road network, with Mold Road / Regent Street already very congested.	The Site is in a highly accessible location, which will encourage uses of the Site and visitors to Wrexham to use active travel, such as train, bus, cycling and walking. The development is supported by a Transport Assessment which has assessed the traffic modelling for the development and concludes there will not be a significant impact on the highway network or capacity issues.

	Has an alternative or secondary access through the north end of the Site.	It is considered there are no appropriate points for this, and that the existing access onto Mold Road / Regent Street is satisfactory in serving the Site, with improvements to the access and junction as proposed. There is an existing access to the north of the site from Garden Road (part of a residential estate) that had previously been used as a secondary access for the Jewsons Builders' Merchant. The current intention would be to keep this access closed to prevent rat-running through the site, however the aim is to permit access for walking, cycling and wheeling.
Design	Concerns raised regarding design of office building and how this will impact the station building,	It is assessed that the site, in its current form, is having a negative impact on visual amenity, and that the proposals to bring a building of high quality design onto the Site will improve the existing situation, without having a detrimental impact on the setting of the listed building.
Landscaping & Trees	Would wish to see the retention of trees across the site, in particular those bordering residential properties to Spring Gardens and Grosvenor Gardens	This theme is central to the ambition of the development, with trees being retained where practicable, and reinforced with further planting and soft landscaping features. The tree survey will determine what trees are of poor condition and appropriate for removal.
Ecology	Impact on ecology and existing wildlife	The scheme will seek to deliver a 10% Biodiversity Net Gain across the Site, with retention of existing trees, improved landscaping and planting. There will be scope for further ecological improvements and features. The surveys conducted by specialist ecologists confirm no loss of protected or key habitats is anticipated. The majority of the site is previously developed land and currently consists of hardstanding and buildings.
Residential Amenity	Impacts on existing residents during construction phase through disturbance etc	This will be managed through a Construction Management Plan, which will be approved by the Council and dictate matters such as delivery vehicle movements, working hours, wheel wash facilities etc. to ensure any impact is minimised. Furthermore, this will ultimately be a short term disruption, and not a

		permanent impact, therefore will not result in significant harm caused.
	Impact of overlooking and loss or privacy caused by office building on the closest neighbouring properties.	The separation distance from the office building to the closest residential properties is measured to be 36.00m, and is assessed to be satisfactory in not resulting in any significant harm through residential amenity. It is also worth noting that, as a commercial building, it will primarily only be in use during typical daytime working hours of 9am to 5pm, from Monday to Friday. Therefore lessening any impact by nature of the proposed use.
Air & Noise Pollution	Concerns that increase in vehicles and users of the Site will result in increased air and noise pollution.	The outline application is supported by a noise impact assessment and air quality assessment. These determine there will be no significantly adverse impact from the development proposals, and suggest mitigation measures to ensure protection from these impacts during the construction and operational phase of the development. These will be secured via a planning condition on any approval.
	Impacts from proposed use of former Jewson building by Wrexham Lager for brewery and taproom.	It should be noted that this currently sits outside the development proposals for the forthcoming Outline Planning Application. Once further details are available for the potential use of this section of the Site by Wrexham Lager as a brewery and taproom, these will be available for public consultation and included in any future planning proposals. However, it is our understanding that odour was an issue that Wrexham Lager previously had at their current premises, and they took measures to eliminate this problem. We would anticipate that this would also be applied to this Site, should they become occupants.
Other	Potential for pocket garden and areas of public realm to be used for anti-social behaviour.	It is acknowledged that public spaces and green spaces can be used for anti-social behaviour. However, this in itself should not represent a reason to stop creating such spaces for benefit of the general public and local community. The proposed development will take on board 'Designing Out Crime' measures to ensure that areas of public open space are safe and legible

		for use. This can include measures such as natural surveillance, active frontages and defensible boundaries, appropriate lighting and other surveillance or management measures, such as CCTV. This will be incorporated into the future design of the development.
	Members of the public not consulted or did not receive a leaflet	Unfortunately, we are not able to directly reach all members of the Wrexham Community, and no leaflet distribution can guarantee a 100% delivery rate. Reasonable measures were taken to inform as many members of the public as possible. The attendance of the two events and number of responses received on TfW's consultation page showed a high level of engagement and outreach.
	General and/or unspecified concern with the scheme.	The Applicant has no response to general and unspecified concerns raised. The material planning considerations and benefits of the scheme will be presented and justified as part of the planning application submission.
	Not enough detail provided in the proposals.	The proposal is in Outline, seeking to establish the suitability of the principal of development, and access arrangements for the Site. Further details on scale, appearance, layout and landscaping will be provided at a later stage – however illustrative material has been provided to help the public visualise the scheme.

4.13 The survey results from the TfW consultation web page have also captured the opinion of the Wrexham community through multiple choice questions. It is noted that 86.1% of respondents live in Wrexham, with 5.0% working in Wrexham but living elsewhere. The full results will be attached as an appendix to the Pre-Application Consultation report, however some of the headline results are as follows:

- 153 out of 259 respondents (59.1%) strongly agreed that they were supportive of the proposals for the Wrexham Gateway Eastern Development Zone, with 57 (22.0%) stating they somewhat agree, 15 (5.8%) neither agree or disagree, 22 (8.55) somewhat disagreeing, and only 12 (4.6%) strongly disagreeing. This shows that the general public were broadly supportive of the development proposals, with very few being strongly against.

- 155 out of 259 (59.8%) respondents stated they strongly agreed that the proposals would have a positive impact on the local area.
- 121 out of 259 (46.7%) strongly agreed with the statement that *"Walking, wheeling and cycling accessibility to Wrexham General Station would be improved".* Furthermore, 174 respondents (67.2%) strongly agreed with the statement that "*The arrival into the City of Wrexham would be enhanced."*
- 67.2% of respondents strongly agreed that the proposals would enhance the arrival into the City of Wrexham, with 55.6% strongly agreeing it would make changing between rail and bus services easier, and 36.3% strongly agreeing the proposals would make them more likely to use active travel (not including rail) to get to Wrexham General Station.

4.14 A selection of some of the features that respondents wished to see incorporated into the development proposals are listed below, along with the developers response on whether they can be implemented

Suggested Feature	**Developer Response**
Underground car park facility to offer more spaces to locals and visitors to park if they wish to drive to the station	The applicant has carried out capacity surveys and feasibility studies to understand parking demand and requirements for the Site. In assessing whether a form of multi-storey parking facility would be appropriate for the Site, it was determined that there was insufficient demand for this (outside of matchdays for Wrexham AFC), and the existing road network would not otherwise be able to support a significant increase in vehicles using the Site. Furthermore, central to the vision for the scheme is encouragement of use of public transport and active travel, such as walking and cycling. As such, it is not the ambition to provide an excess of parking facilities when these sustainable travel modes are readily available from the Site.
Retail and shopping facilities	It is not envisaged that retail and shopping facilities will be delivered as part of this scheme. Including such facilities would detract from existing retail offering within the town centre.
Cafés and restaurants	Whilst there will be some food and beverage offering, it is not envisaged that units will be available for cafes and restaurants. The exception to this being the potential for Wrexham Lager to take over the former Jewson Warehouse, providing a tap room as part of the brewery. WCBC has carried out retail needs assessment for the Site,

	and the vision is to avoid bringing cafés and restaurants into the ground floor of the office building, as it will detract from existing facilities within the town centre. Furthermore, it is considered that other uses, such as the Transport Hub, represent a more optimum use of this space.
Bus route from Site to the local hospital	The Applicant is ultimately not responsible for selecting the bus services that will operate from stops within the Site. This will be down to the bus service providers in assessing demand for services, or whether the NHS would provide this. The applicant will look to explore the feasibility of this.
Electronic displays of train and bus arrivals and departures	It is envisaged that this will be implemented as part of the scheme, with further details provided at a later stage of the design and planning process.
E-bike rental facilities and charging points	This is an element that is considered as part of the transport hub and cycle store facilities, with further details provided at a later stage of the design and planning process.
Public and accessible toilets	This will be provided as standard.
Incorporation of artwork, murals and a unique 'Welcome to Wrexham' sign.	These are aspects which can be considered as part of the final detailed design for the scheme, and sit separately from the planning process.
Tourist centre & information boards	Whilst this is not something currently under consideration for the scheme, it can be explored further – with basic signage and information likely to be provided.
An events space	This is an element which can be considered for future use as part of the area of public realm, but only as a secondary function. This would be subject to full details on design and whether the public realm would be practical for this.
Incorporation of trees, planting and green walls	As per the outline proposals, there will be significant landscaping and planting across the Site – as the development seeks to deliver a net gain in biodiversity and create pleasant areas of public realm. Landscaping details are not finalised as part of this proposal, however green walls and be considered where practical to implement.