

Steve Hopewell Holdings Limited,
Lindop Brothers Toyota,
Bridgegate, Station Road,
Queensferry, Deeside
Flintshire
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Planning Committee,
Wrexham County Borough Council

12th April 2021

Dear Councillors,

Application P/2020/0510 Lindop Toyota Car Park Extension

Following the Planning Meeting on Monday 1st March we asked to defer our application to allow us time to collate the additional information that had been requested by the Councillors. Please find our responses to the questions raised and the additional information as requested.

Electric Charge Points

Please find the attached letter from Toyota Great Britain (Appendix A) stating that by 2025 Lindop Toyota in Bradley must have a minimum of 4 EV charging points. It is our opinion that we should have 5 EV charging points installed so that we have extra capacity for growth taking us up to 2030 when all new vehicles sold in the UK must be electric in line with the Government guidelines.

Toyota announced in January 2021 that they will be selling 8 x fully electric vehicles by 2025. This is new news and is a reaction to the Government's announcement re 2030.

Capacity Planning

Reference was made that we had failed to demonstrate why we needed 40 customer parking spaces. Customer visits for the first 3 months of 2021 (2020 for Sales visits because of Covid) are as follows: -

	Customer Visits
Car sales – at least 3 customer visits per sale	
New Cars	126
Used Cars	105
Service customer visits	1,349
Smart repair customer visits	195
Bodywork customer visits	390
Total	2,627

Average = 34 per day plus the following additional customer visits

Sales customers visits who did not buy.
Parts only customers
Sub-contract bodyshop collection and return

Reference was made to Employee numbers and whether there had been any increase. We added an additional apprentice salesperson in September 2020 and have recently advertised for an apprentice technician. We remain convinced that we will need the following additional employees to cope with the expected growth in aftersales – technician, apprentice, service advisor and a cleaner/driver.

Consequences of a Failure to Expand

The business operated in its service workshop for 24 hours per day until 2004. The late-night work comprised servicing and repair of various fleet and commercial vehicles plus internal used car preparation. The work was done by 2 technicians. Overnight working ceased when we decided that to minimize local inconvenience, we would cease this activity.

There was a discussion about whether the business could be transferred to our Queensferry site. This would not be feasible since, despite being 2.25 acres, the Queensferry site is already busy and would not be able to cope with the additional traffic.

We already base our centralized administration team at this location with 3 other Wrexham team members working from home since Covid.

Employee Location

Appendix B shows the residential postcodes of the full-time employees based at the site (in blue) and the managers who split their time between Bradley and Queensferry (in red).

Alternative Sites Review

Appendix C shows a review of all the commercial property currently available in the Wrexham area with a commentary as to their suitability as an alternative site for the business.

Steve Hopewell has visited each of the locations personally and none of them are in anyway suitable as alternatives. This reinforces the point that unless we can secure the future of the existing site there is no realistic future for Toyota in the Wrexham area. The alternative is a “mega site” elsewhere.

Letter from Current Owner

Appendix D is a letter from the current owner of the land, Frances Jones-Sedcole confirming that the site is liable to flooding and that they do not use the area for feeding their livestock.

The area floods from surface water run-off from the houses and fields further up the hill. The field floods because the open-air culvert next to our retaining wall gets blocked and this prevents the water from flowing under the road and further downhill to the River Alyn. It is the council's responsibility to keep the culvert clear to prevent such flooding.

A detailed Flood Consequences Assessment was performed by Westwood Services Ltd at a cost of £8,000 and submitted with the original application. The report made clear that covering over the field and installing solid concrete drainage pipes as part of the development would not cause a flood risk. This will also relieve the Council from the responsibility from keeping the culvert clear.

Local Objections

We understand that no local objections have been made other than the comments made by Councillor Griffiths at the last meeting. We have discussed the plans with several residents, and they are supportive of the idea as it is much less likely that site visitors will feel the need to park on local roads.

Retaining Wall and Car Park Surface

The report from the Planning office refers to the "hard, urbanizing" appearance of the proposal. Our current boundary supporting wall is a bare brick wall and overlooks an area that is overgrown and unused. Our proposal will include a grasscrete finish in lieu of bare tarmac and the supporting walls will be landscaped to provide a more rural appearance than is the current position. We will also ensure that the hedge and trees which separate the current field from the road are well maintained with a similar newly created hedged boundary at the rear of the area.



ALWAYS A
BETTER WAY

18th May 2020

To All Toyota Centres

A1

Dear Franchise Director / Head of Business / Centre Principal

Network Electrification to support Sales & Service of Battery Electric Vehicles (BEVs)

As you are aware and as presented at our recent Summer 2020 ZTC Toyota are planning to launch our first Battery Electric Vehicles (BEVs) in the UK in Quarter 2 2021.

Each site selling and/or servicing such vehicles is required to have installed the appropriate BEV charging infrastructure. Without the approved infrastructure, you will not be able to sell EVs, as each new car will need to be delivered fully charged to the customer.

The timeline to support launch requires infrastructure to be in place by 31st March 2021

TGB appreciate the current challenges to cash flow that the network is currently experiencing and we do not want you to over invest in infrastructure at this early stage. However, in order to allow you to optimise your investment and future proof your BEV charging infrastructure as vehicle volumes rise, we have calculated a bespoke charging point matrix for each site through to 2025. This will allow you to plan for your future EV charge points, potential electric supply provider and optimise any below the ground installation planning.

The BEV charge points have been sourced via TME following a thorough Pan-European tender process. However, TGB is not mandating local electrification infrastructure installers. As many of you will have already started this process with other brands, you will have the flexibility to utilise the installation company of your choice for this part of the process.

Expert Knowledge

In order to support you we have developed business relationships with three Consultancies who specialise in Electrification and if required, can be available to any partner. They offer the following areas of specific expertise and costs will be tailored to each partner's local requirements.

- Assessment of existing electrical infrastructure & site readiness
- Assistance with planning electrical infrastructure – surveys, locations, cabling
- Planning, preparation & delivery of site survey report
- Assistance with tender / selection of local infrastructure suppliers
- EV charge point installation
- Forecasting power demand vs. capacity
- Developing spatial & infrastructure strategy
- Identification of alternative energy measures
- Supporting identification of appropriate contractors
- Assistance with Grid applications
- Additional services – Government grants & customer home-charging
- Training & support

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Toyota (GB) PLC is an introducer appointed representative of Toyota Insurance Management Limited which is authorised and regulated by the Financial Conduct Authority.

A2

Contact Details of Consultancies:

Consultancy	Purchase Direct	MHA McIntyre Hudson	Grant Thornton
Primary contact	Alison Mottram	Steve Freeman	Andrew Hurdle
Telephone	01707 299034	07795476651	07557 610886
Email	alisonm@purchase-direct.co.uk	steve.freeman@mhllp.co.uk	ToyotaGB@centrica.com

Toyota Financial Services will also be able to assist with appropriate funding arrangements, subject to terms & conditions.

For details of the Toyota Financial Service funding options available, please contact Rachael Buchanan rachael.buchanana@toyota-fs.com or Lloyd Riddle lloyd.riddle@toyota-fs.com

Also in this pack you will find:

- An EV Facilities Guide
- Details of Retailer charge points and specifications
- Site charge point installation requirements, detailing the volume of charge points required by year to 2025
- Site maps, to be marked up with charge point locations
- A guide on how to create the site map
- EV Specialist Consultancies (as detailed above)
- Electrification Readiness – Action Plan template

We would encourage you to contact the Consultancies at your earliest convenience and select your preferred installation partner. **Site surveys and evaluations are required to be completed and submitted to TGB on or before 30th June 2020.**

TGB Support

The BDM team will be in contact with you to discuss your specific EV charge point location requirements. As part of reviewing and managing your progress, you will receive an action plan that must be updated and submitted monthly to your BDM.

With the considerable experience and knowledge, we have gained through our market-leading Self-Charging Toyota vehicles, the Toyota Network is well-placed to maximise the opportunities provided by BEVs from 2021 onwards.

We wish you every success with your local electrification infrastructure installation.

Yours sincerely



Mark Roden
Director, Operations



[Division]
[Classification Expiry Date]

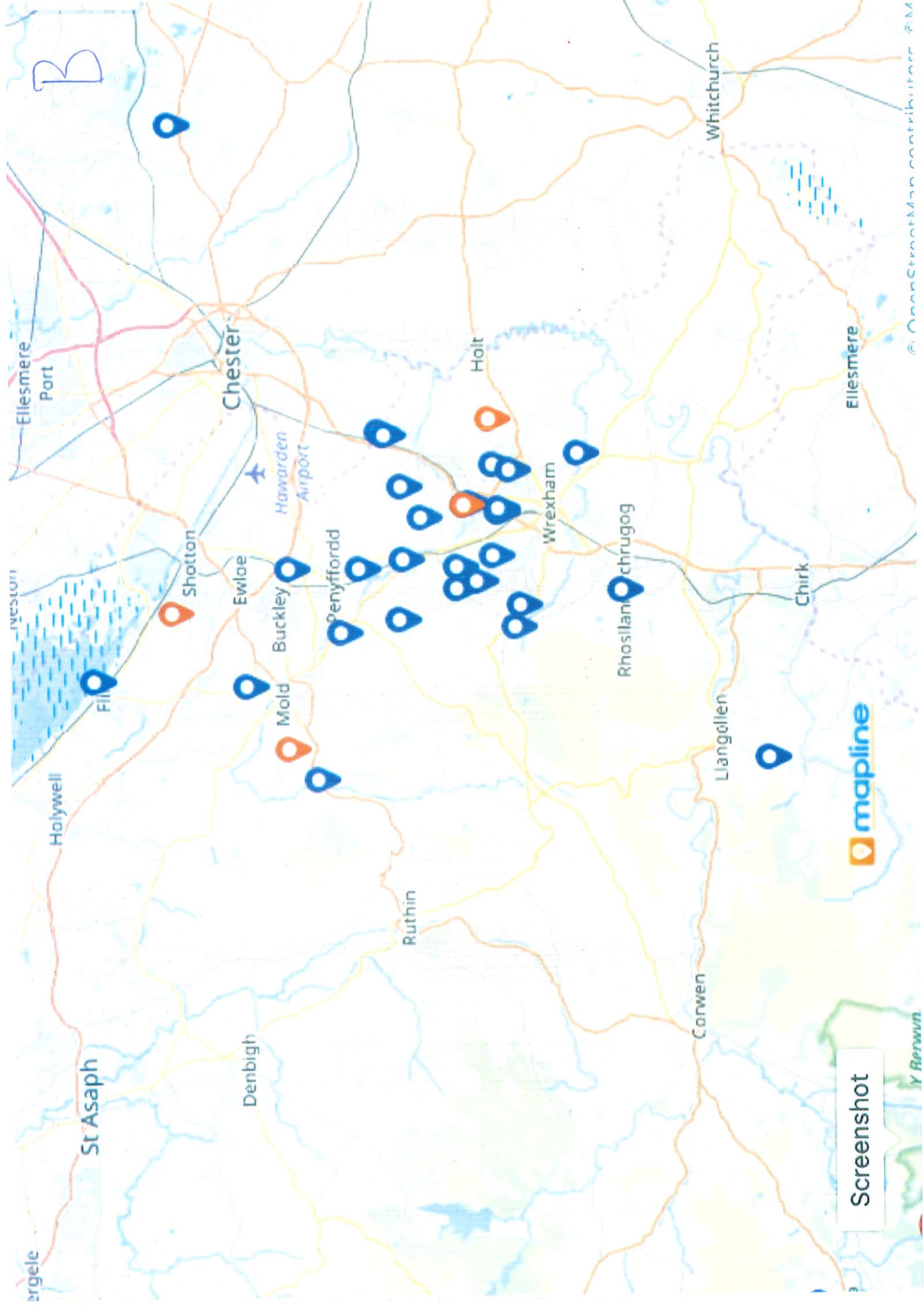
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Electrification – EV Charge Points

Centre Name:	Lindop Bros Wrexham
Centre no:	006845
Group	Lindop

Please see below a table detailing your EV charge point requirements, by year, up until 2025.

	Charge Point Requirements	
	22KW AC Charger	50KW DC Charger
2021	3	1
2022	3	1
2023	3	1
2024	3	1
2025	3	1



B

Screenshot

mapline

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Wrexham County Borough Council

APPENDIX C

12th April 2021

Dear Councillors,

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I have personally visited every single site that is on this list which are believed to be available as at March 2021. Not all the sites are acceptable geographically, e.g., Chirk but I have included them in my review. I do have supporting photos for some of the sites if required. Some of these sites are leasehold, which is not our preferred option, but we have considered them, nonetheless.

Steve Hopewell

31/03/21

- 1) Unit F1-F2, Bersham Enterprise Centre, Colliery Road, LL14 4EG, 2000sq ft, leasehold – Legat Owen; Industrial unit off the main road, 2000sq ft with insufficient parking. Photos available
- 2) Unit 8A Pandy Business Park, LL11 2UD, 2000sq ft, leasehold – Wingetts; Poor location for a retail business, too small. Photos available
- 3) Unit 10 Rivulet Road, LL13 8DL, 2500sq ft, leasehold – Wingetts; Side road location with no parking.
- 4) Unit 12A Rhosddu Industrial Estate, LL11 4YL, 3200sq ft, leasehold – Beresford Adams; Poor location for retail, not enough parking and the building is too small.
- 5) Site 4 Glywedog Road North, LL13 9XN. New industrial / warehouse units, with bespoke fit out available. 30,000 sq. ft on 2.4 acres. (To let); Big site but units are for industrial use, non-starter, photos available.
- 6) Office B, Llay Industrial Estate, LL12 0PG, 6200sq ft, leasehold – Legat Owen; Office accommodation on an industrial estate. Non-starter
- 7) Unit 1A Garden Industrial Estate, LL14 6RG, 6500sq ft, leasehold – Beresford Adams; Big building but insufficient external area.

- 8) Point 36 Davy Way, Llay, LL12 0PG, 1,169 to 9,884 Sq Ft, leasehold – Hallams Property Consultants; **Offices and small workshops, no potential for retail.**
- 9) Unit 7 Caia Park, Wrexham, LL13 8UG, 15,494.4 Sq Ft, leasehold – WCBC Estates; **Trading estate location, no space, non-starter.**
- 10) Unit 10 Vauxhall Industrial Estate, Ruabon, LL14 6HA, 8,172 Sq Ft, Freehold – Allsop; **Too far out from current location, too small, non-starter.**
- 11) Land at Gutter Hill, Rhos, LL14 1LT, Freehold £25,000, Pugh & Co; **Too far out and way too small. Good price! Photo available**
- 12) Land at St Giles Way, Wrexham, LL13 7DD, 1.03 Hectares (2.55 Acres), Freehold – Lambert Smith Hampton; **Greenfield site of good size, currently on several levels. access looks difficult because of crossroads, would require significant investment and therefore serious viability concerns Photo available.**
- 13) Land at Bryn Lane, Wrexham, LL13 9UT, 2.41 Acres (0.98 Hectares), Leasehold – Matthews Goodman; **This is opposite the recycling centre, poor location, narrow frontage. Would create a very poor investment.**
- 14) Norther Quarter, Plas Coch, Wrexham, LL11 2BZ, 7.38 Acres (2.99 Hectares, freehold £100,000 – Legat Owen; **I couldn't find this site, the post code is the tennis centre and unit 7 was not immediately obvious. Based on the post code the location must be well hidden**
- 15) Llay Industrial Estate, LL12 0PG, 8.05 Acres (3.26 Hectares, Freehold – Celt Rowlands; **Good size site but not a retail location as the location is an industrial estate, would create a very poor investment.**
- 16) Plot 36, Kingsmoor Park, Wrexham Industrial Estate, LL13 9JW, 47 Acres (19.02 Hectares), Freehold – Matthews Goodman; **This location is in the middle of Holt and the post code makes no sense. Based on the description we are looking at another industrial estate location which does not work for retail.**
- 17) Site 2 Clywedog Road North. New industrial / warehouse units, with bespoke fit out available. 30,000 sq. ft on 2.4 acres. (To let). LL13 9XN – F1 Real Estate; **Big site but units are for industrial use, non-starter, photos available.**
- 18) Site 3 Clywedog Road North. New industrial / warehouse units, with bespoke fit out available. 50,000 sq. ft on 2.7 acres. (To let). LL13 9XN – F1 Real Estate; **Big site but units are for industrial use, non-starter, photos available.**
- 19) Vauxhall Industrial Estate, Ruabon, Wrexham, LL14 6HA. Industrial unit. 4.24 hectares. (For sale) – Allsop; **Too far out from current location, too small, non-starter.**
- 20) First Floor, First Avenue, Wrexham Industrial Estate, Wrexham, LL13 9XR. Industrial unit. 54,000sq ft. (To let) – WCBC; 1st floor; **Big industrial unit not a suitable location for retail.**
- 21) Units 45, 46, 51 & 52, Wrexham Industrial Estate, Wrexham, LL13 9QS. Building sizes from 1,500 to 45,718 Sq Ft (139.35 to 4,247.2 Sq M) (To let) – Lambert Smith

Hampton; These are all industrial units available on a 'To Let' basis, not a suitable proposition for us to invest the money required to establish a Toyota Centre.

- 22) Former Co-operative Store, Well Street, Rhosymedre, Wrexham, LL14 3YD. 8,252 Sq Ft (766.61 Sq M). (To let) – Emanuel Oliver; Too small!
- 23) The Site, Chirk Park, Chirk, Wales LL14 5AZ. Land, 1.12 Acres (0.45 hectares). (For sale) – Avison Young UK; Too small and too far out.
- 24) Unit 11 Vauxhall Industrial Estate, Wrexham, Wrexham LL14. 6HA 1.02 Acres, 0.41 hectare. (For sale) - Allsop.; Too far out from current location, too small, non-starter
- 25) Units A & B, Rhosddu Industrial Estate, Rhosrobin, Wrexham LL11 4YZ. Modern Trade Counter / Warehouse units situated within a self-contained fenced site of 0.4 acres. Unit A - 7,914 sq. ft, Unit B - 2,464 sq. ft. (To let) – Legat Owen; Warehouse units situated on small site areas, non-starters.
- 26) Wire 81, Ash Road North, WIE, LL13 9JT, 81580sq ft, Freehold, Leasehold - B8 Real Estate; Another Industrial unit, the building is too big and the external site area too small.
- 27) Rackery Lane, Llay Industrial Estate, LL12 0PB, various sizes, sale or let – Prospect Estates; These buildings are behind existing businesses therefore not prominent, big buildings with no external site area, non-starter.

D

Frances Ruth Jones-Sedcole
Tomen Rhadwy,
Llandegla,
Wrexham,
LL11 3AU

To Wrexham County Council,
Planning Committee,

Ref P/2929/0510 Lindop Toyota

I believe that Lindop Toyota planning application has be turn down, and
I am writing this to give our support, on their appeal,
The land where they are planning to extend is where has been flooded
Our livestock are not feed there,
If I can help further I am happy to help

Yours sincerely

Frances Ruth Jones-Sedcole