Transport Technical Note 2

Proposed Costa Coffee, Border Retail Park, Wrexham

Client: Waypoint Asset Management



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1 INTRODUCTION

1.1 Purpose of Report

1.1.1 Prime Transport Planning (Prime) were commissioned by Waypoint Asset Management (WAM) to prepare a Transport Statement (TS) in support of their proposals for the *'Erection of Coffee Shop with Drive Thru, associated access, landscaping and servicing'* on land at Border Retail Park (BRP), Wrexham.

1.1.2 The application was validated in June 2024 and assigned the reference P/2024/1171 by Wrexham County Borough Council (WCBC) in its role as local planning authority (LPA). An initial consultation response dated 20th August 2024 was received from WCBC Highways in its role as local highway authority (LHA) which raised several issues following review of the TS. These comments were subsequently addressed by Prime in a Technical Note (TN1) which was issued 12th September 2024.

1.1.3 The LHA provided a second consultation response dated 9th October 2024. Whilst most of the previous comments relating to parking and the layout had been addressed satisfactorily, the LHA have stated that a few issues remain. Whilst the comments can easily be addressed, the LHA have stated that *'in its current form, the proposals are not acceptable on highways safety grounds, further clarification is required'.*

1.1.4 This Technical Note (TN2) has therefore been produced in response to the above-mentioned consultation comments and intends to provide, where possible, the information and clarification requested by the LHA.

1.1.5 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime Transport Planning accepts no liability for the accuracy or otherwise of this data.

1.1.6 Third-party rights are excluded for the use of information contained within this report.

1.1.7 WCBC's comments/ concerns are provided in *blue italics* below, with Primes response in black standard font.

2 RESPONSE TO WCBC HIGHWAYS COMMENTS

2.1 Deliveries and Servicing

2.1.1 Within the consultation response, WCBC stated the following in relation to deliveries and servicing:

> *WCBC: The site layout plan submitted indicates the delivery vehicle parking on the building frontage, and concern remains that the location of this delivery vehicle (albeit at off-peak times) restricts visibility of the realigned pedestrian path. The LHA doesn't see this as acceptable, even if the spaces were coned out, it's important to ensure views of crossing pedestrians are not impeded. The LHA would recommend that the parking spaces adjacent to the exit of the drive through lane (immediately to the north west) could be coned out and house the vehicle as it services and that this should be detailed within the service management strategy which has yet to be provided by the applicant.*

2.1.2 This is noted, and as such the proposed layout has been updated to show a section of parking (7 spaces) in the northwestern corner of car park which is to be coned off prior to deliveries to accommodate the delivery vehicle. A swept path analysis of the standard Costa delivery vehicle has been undertaken on the revised site layout is included in Appendix I. Drawing P23056-002B demonstrates that the largest vehicles anticipated to require access will make deliveries using the proposed coned off area, and after delivery is complete, will loop around the northern perimeter of the BRP car park in a clockwise direction, thereby enabling it to egress the site in forward gear. As stated within the TS, this manoeuvre will necessitate the removal of 1 regular parking space in the north-eastern corner of the car park as well as the redesign of the adjacent kerb. The removal of this space has been accounted for in the car park assessment included in TN1.

2.1.3 The applicant is willing to accept a suitably worded condition for the submission, approval and implementation of a Service Management Strategy which will include details of the above servicing strategy.

2.2 Active Travel

2.2.1 With regards to Active Travel, the LHA commented:

> *WCBC: The Sheffield stands proposed are acceptable in principle for short stay cycle parking provision but should be provided closer to the entrance in a location with more natural surveillance, visibility is blocked by a solid wall in the building.*

2.2.2 This is noted and as such the proposed short stay cycle provision has been relocated by the external seating area to benefit from natural surveillance. Drawing P23056-003A also in Appendix I demonstrates how the visibility can still be accommodated with the revised position of the cycle stands.

2.3 Site Layout

2.3.1 With regards to the site layout, the LHA commented:

> *WCBC: The transport submissions have discussed stacking space for the drive thru lane and states that the client has advised that it is typical for there to be 3-4 vehicles queueing on the drive thru lane at peak periods. The TS states that the drive thru lane can accommodate 7 vehicles, however, there is concern that a 5 vehicle queue from the order point could potentially block back onto the access road. No evidence or surveys have been undertaken to clarify what the likelihood of queues in the peaks at the site are likely to be. Whilst it is acknowledged that this is a standard format and layout for Costa Coffee, concern remains that blocking back of the access road could impede the public highway.*
>
> *The LHA would request the applicant provides survey data of the Plas Coch Costa site within their peak times detailing how many vehicles were witnessed queuing throughout the hour. Otherwise, the LHA would request the order point is moved forward to ensure 5 clear spaces are provided or finally that the applicant could consider closing the vehicular entrance to Border Retail Park to incoming vehicles closest to the drive-thru to ensure no vehicles would block back onto the access road.*

2.3.2 This is noted and as such the position of the signage and order point has been relocated on the revised layout to ensure 5 clear spaces can be provided within the drive-thru lane from the proposed order point.

3 SUMMARY AND CONCLUSION

3.1 Summary

3.1.1 This response provides additional information that WCBC have requested in relation to planning application P/2024/1171.

3.1.2 The applicant is willing to accept a suitably worded condition for the following:

- Construction Traffic Management Plan
- Service Management Strategy

3.1.3 Changes to the layout have now been made to address the LHA's concerns. Therse changes include:

- Area identified within the northwestern corner which can be coned off prior to deliveries to ensure delivery vehicle can be accommodated;
- Relocation of short stay cycle spaces to location with natural surveillance; and
- Relocation of order point to ensure 5 vehicles can be accommodated within drive-thru lane.

3.2 Conclusion

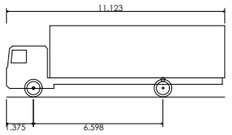
3.2.1 The proposed amendments to the scheme outlined in this TN2, along with the information provided in the TS and TN1 conclude there are no highway safety concerns that would preclude the delivery of the development proposals, and that the development will have a negligible impact on the operation of the surrounding highway network.

3.2.2 Prime trust that this response clarifies their position on each of the points raised by WCBC and will allow the LHA to approve the scheme on Highways matters.

APPENDIX I

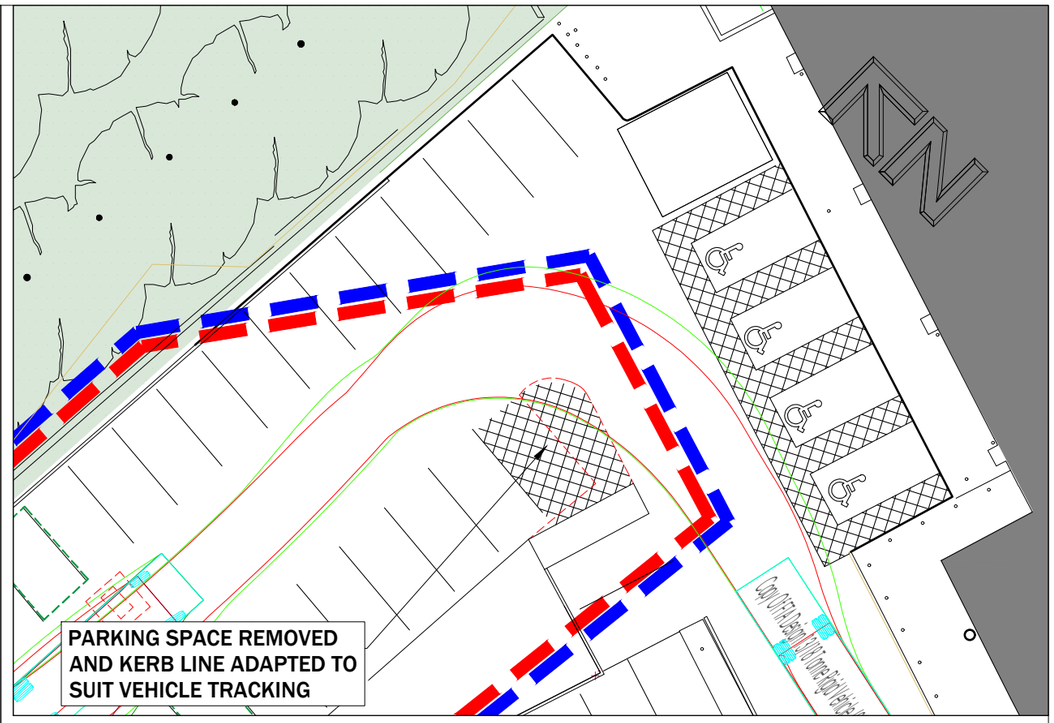
TECHNICAL DRAWINGS

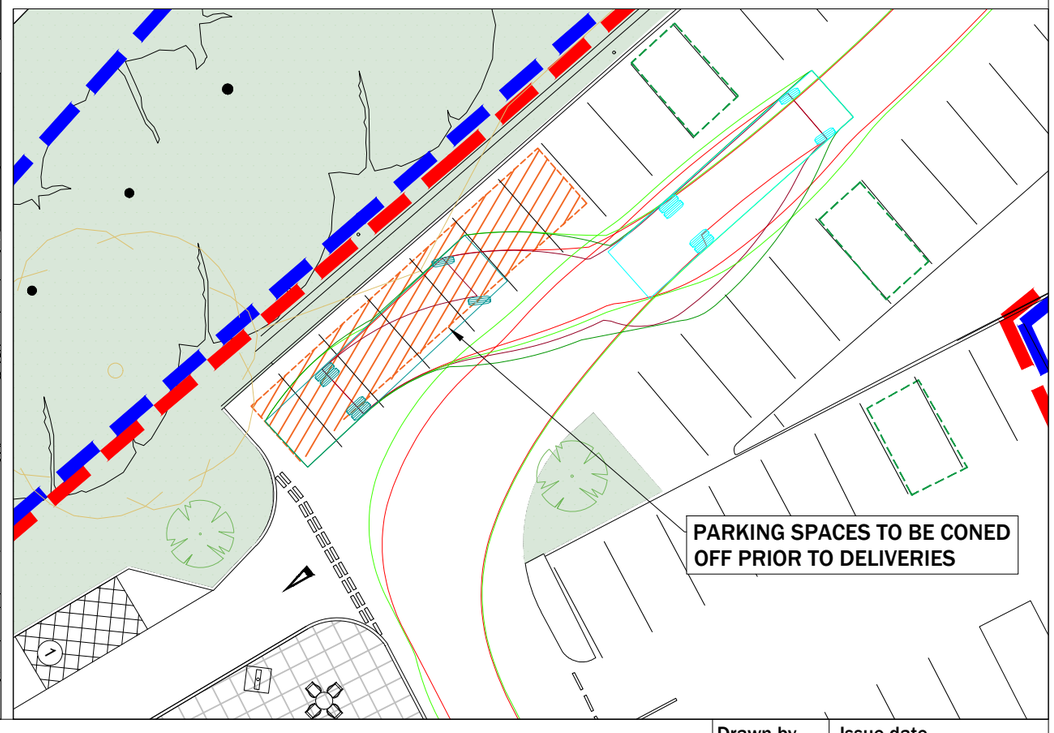
VEHICLE DIMENSIONS



Costa 13/18 Tonne Rigid Vehicle

Overall Length	11.123m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m





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Rev	Date	By	Revision notes
B	22.10.24	VB	LATEST SITE LAYOUT
A	10.09.24	VB	LATEST SITE LAYOUT

DISCLAIMER

- PROPOSALS ARE PRELIMINARY ONLY, NOT FOR CONSTRUCTION PURPOSES
- PROPOSALS WILL BE SUBJECT TO UTILITY AND DRAINAGE INVESTIGATIONS
- PROPOSALS WILL BE SUBJECT TO EXTENT OF ADOPTED HIGHWAY
- DO NOT SCALE THIS DRAWING. DIMENSIONS ARE FOR REPRESENTATIONAL AND INFORMATIONAL PURPOSES ONLY AND SUBJECT TO DETAILED DESIGN
- THIS DRAWING MUST ONLY BE USED FOR THE PURPOSE FOR WHICH IT HAS BEEN SUPPLIED

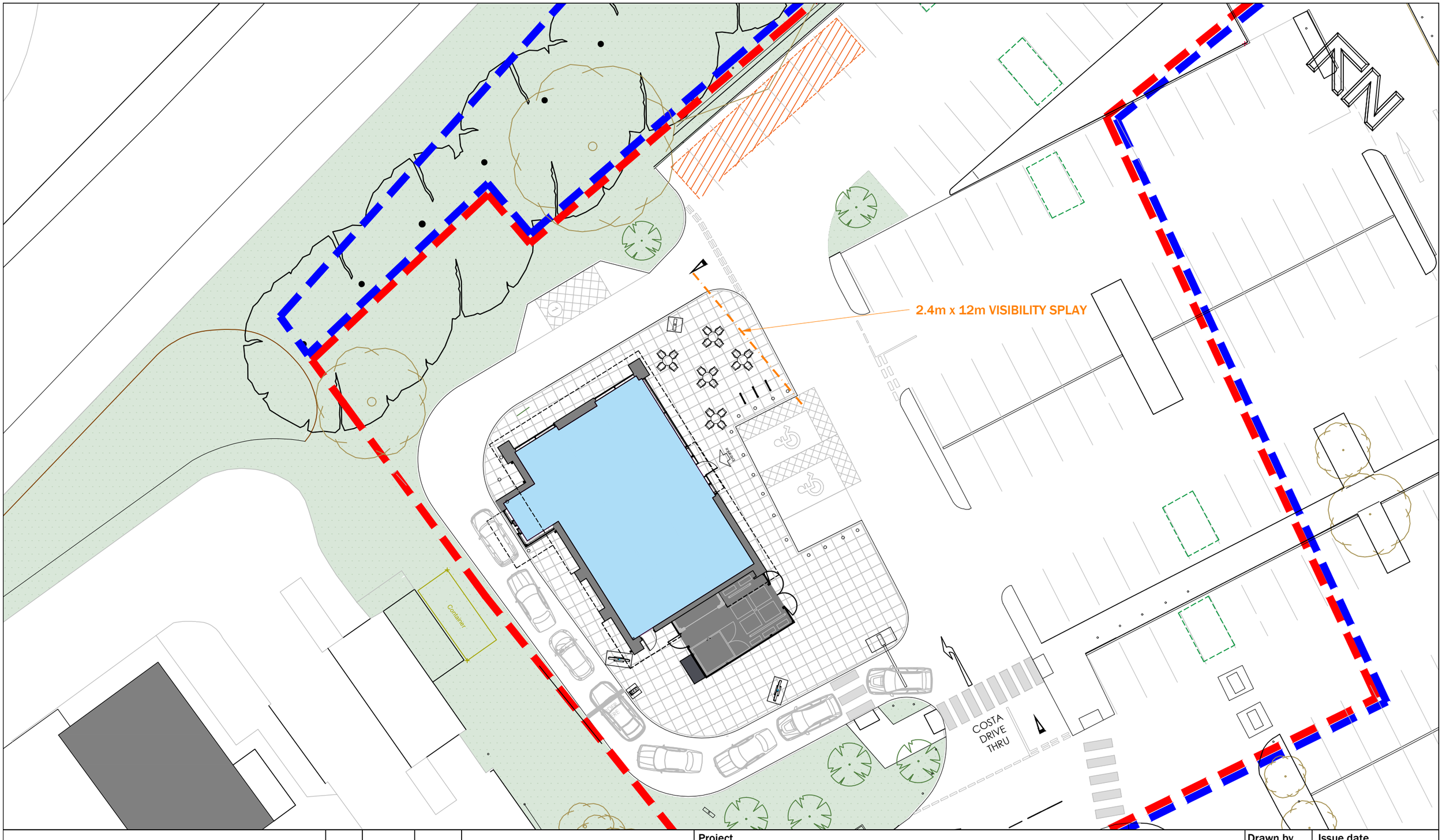
Project

PROPOSED COSTA COFFEE, BORDER RETAIL PARK, WREXHAM

Title

SWEPT PATH ANALYSIS - COSTA DELIVERY VEHICLE

Drawn by	VB
Issue date	10 SEPT 2024
Scale(s)	MAIN: 1:500 @ A3 WINDOW: 1:250 @ A3
Drawing No	P23056-002B
Status	INFORMATION



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Project

PROPOSED COSTA COFFEE, BORDER RETAIL PARK, WREXHAM

Title

DRIVE-THRU VISIBILITY

Drawn by	VB
Issue date	10 SEPT 2024
Scale(s)	1:250 @ A3
Drawing No	P23056-003A
Status	INFORMATION