ADL
TRAFFIC & HIGHWAYS

TRANSPORT ASSESSMENT

PROPOSED McDONALD'S RESTAURANT

LAND AT TESCO EXTRA CAR PARK, CRESCENT ROAD

WREXHAM, LL13 8HF

Client: McDonald's Restaurants Ltd

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Primary Author	Archie Lauchlan Evans	Initialed:	ALE

Contributor	Peter Aremu	Initialed:	PA

Review by	Catherine Chapman	Initialed:	CC

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1.0 INTRODUCTION

1.1 Purpose of Report

1.1.1 ADL Traffic and Highways Engineering have been appointed by McDonald's Restaurants Ltd to prepare this Transport Assessment (TA) in support of the planning application for the redevelopment of land at the Tesco Extra car park, Crescent Road, Wrexham to provide a McDonald's restaurant with drive thru facilities.

1.2 Scope of Study

1.2.1 Chapter 2.0 describes the site and surrounding area, as well as the local highway network. This chapter also provides a review of the highway safety situation in the vicinity of the site and details of other McDonald's restaurants within 10km of the site.

1.2.2 Chapter 3.0 assesses the accessibility of the site by walking, cycling and public transport.

1.2.3 Chapter 4.0 describes the development proposals and provides an assessment of the access arrangements, parking provision, standards and servicing provision.

1.2.4 Chapter 5.0 presents the McDonald's survey information and traffic generation.

1.2.5 Chapter 6.0 provides an on-site assessment.

1.2.6 Chapter 7.0 provides details of the network traffic flows.

1.2.7 Chapter 8.0 assesses the traffic impact of the development on the local road network.

1.2.8 Chapter 9.0 assesses the requirement for mitigation measures and other reports to support the planning application.

1.2.9 Chapter 9.0 assesses the requirement for mitigation measures and other reports to support the planning application.

1.2.10 Chapter 10.0 evaluates the national and local planning policy guidance.

1.2.11 Chapter 11.0 summarises and concludes the report.

1.2.12 The Appendices are included at the rear of the report.

2.0 BASELINE TRANSPORT INFORMATION

2.1 Site Location and Surrounding Area

2.1.1 The site is located at the Tesco Extra Wrexham car park. The site is located 0.7km to the east of Wrexham town center. A plan showing the site location is included as Appendix 1.0.

2.1.2 The site is located at the northeast corner of the existing Tesco foodstore car park (accessed from the A5152/Holt Street roundabout). To the north of the site is a Retail Park including a Burger King drive thru restaurant. To the east of the site there are residential dwellings on Crescent Close and Portal Avenue. The west and southern border of the site is made up by the Tesco Extra car park. A plan showing the site and surrounding area is provided as Appendix 2.1. The plan also indicates the pedestrian routes through the car park.

2.2 Road Network

2.2.1 The access to the Tesco is via a five arm roundabout on the A5152 with Holt Street and Stryt Holt which will be referred to as the "Holt Street" Roundabout in this report. The A5152 forms the northern and southern arms of the roundabout. The A534 Holt Road forms the eastern arm and Holt Street forms the eastern arm of the roundabout. The Tesco access road forms the southeastern arm of the roundabout.

2.2.2 The A5152 runs from the Smithfield Road gyratory 125m south of the Holt Street Roundabout around the north side of Wrexham to the junction with the A541 1.08km to the west of the Holt Street Roundabout.

2.2.3 Approaching the Holt Street Roundabout the A5152 northern arm is a single carriageway road with two lanes in each direction. The A5152 southern arm is a single carriageway road with two lanes southbound to the Smithfield Road gyratory and one lane northbound.

2.2.4 Styrt Holt (A534) runs east to west from the Holt Street Roundabout to the roundabout with the A5156 2.38km east of the site. Styrt Holt is a single carriageway road with single lanes in each direction.

2.2.5 Holt Street runs east to west between the Holt Street Roundabout and Chester Street 200m to the west.

2.2.6 The Holt Street Roundabout and surrounding roads are subject to street lighting facilities.

2.2.7 The main access arm of the Holt Street Roundabout provides access to the Border Retail Park via a four-arm mini roundabout with the Tesco PFS located 93m east of the Holt Street Roundabout. The southern arm of this roundabout provides access to the Tesco Foodstore and is privately maintained. This roundabout will be referred to as the Tesco/ Border Retail Park Roundabout in this report.

2.2.8 A plan showing the adopted highway extent is provided as Appendix 2.2.

2.3 Existing Use of the Site, Access Arrangements and Tesco Operation

2.3.1 The existing use of the site comprises of part of the car park for the Tesco foodstore referred to as the overflow car park. The main Tesco car park is open at all times to Tesco customers.

2.3.2 There are 795 total customer spaces including the overflow section in the car park, 31 accessible spaces, 4 EVCP spaces, 4 click and collect spaces and 24 parent and child spaces as shown on the plan in Appendix 3.0.

2.3.3 Vehicular access to the proposed development site is via the main Tesco Access Road.

2.3.4 The 'overflow' section of the Tesco car park consists of 212 parking spaces and has two gated vehicular access points from Crescent Road which is the road to the south of the foodstore. These accesses are gated and closed to customers except during Christmas trading periods. There are 583 spaces for Tesco customers within the main car park.

2.3.5 The Tesco extra store opening hours are 24 hours Monday-Saturday and 10am-4pm Sunday. The petrol station opening times are 6:15am – 9:45pm Monday-Saturday and 7am to 8:45pm on Sunday.

2.3.6 Tesco deliveries occur from a separate service yard accessed off Crescent Road.

2.4 Accident Analysis

2.4.1 ADL contacted North Wales Police for personal injury accident data for an area covering the Holt Road Roundabout. The search covered a period of 5 years (60 months) from 01/12/2018-01/03/2020 and 01/09/2021-30/06/2025. These dates were chosen to avoid the period affected by COVID-19.

2.4.2 There were 3 personal injury accidents recorded within the study area. A plan showing the locations of the accidents is provided as Appendix 4.1 and the accident details are provided as Appendix 4.2. The details of the accidents are summarised in Table 2A below:

Table 2A Accident Summary

ADL Ref:	Location	Date	Time	Light Condition	Severity	Summary of Details
1.	Holt Road Roundabout	October 2019	11:17	Daylight	Slight	Vehicle 1 (car) came off the Tesco roundabout down Holt Road, vehicle 1 has veered slightly onto vehicle 2 (car) side of the road and caused a front offside collision at an approximate speed of 30mph causing significant damage and an airbag deployment of both vehicles.
2.	Holt Road	September 2021	22:00	Darkness: Streetlights present and lit	Slight	This is a vehicle road traffic collision whereby three persons on board (car) had minor injuries from seatbelts and airbags. The collision was caused by the road surface becoming slippery with change of weather causing the vehicle to skid and the driver was unable to rectify this. No street furniture was damaged.
3.	Farndon Street	July 2024	12:12	Daylight	Slight	This was a two-vehicle collision involving a pedal cycle and a car which was entering the roundabout and was clipped by the pedal cyclist.

2.4.3 Table 2A demonstrates that all three collisions that occurred were classified as slight injury accidents and there were no serious or fatal accidents recorded.

2.4.4 Table 2A also shows that one collision (accident ref 1) was caused by poor turning or lane changing manoeuvres. This accident appears to be a front offside collision. There was another collision (accident ref 2) caused by poor weather conditions. The collision was caused by a slippery road.

2.4.5 Accident ref 3 involved a pedal cyclist. The collision was caused by a vehicle (car) entering the roundabout and failing to give way to the pedal cycle. Failing to look properly was listed as a factor.

2.4.6 In conclusion, the number and severity of the collisions that occurred in the study area does not indicate a highways safety issue that needs to be addressed as a part of this application.

2.5 McDonald's Restaurants Within 10km of the Site

2.5.1 There are currently 2 McDonald's restaurants within 10km of the site. There is also a permitted restaurant at Plas Coch Retail Park (application P/2023/0384) which has recently been granted planning permission on 22/07/2024. The locations of the restaurants are shown on Appendix 5.0 and the details of the restaurants are summarised in Table 2B below:

Table 2B McDonald's Restaurants Within 10km of the Site

ADL Ref		Details
1	Address	30/32 Regent Street, Wrexham LL11 1SA
	Distance	0.6km
	Drive Thru	No
2	Address	Wrexham Central Retail Park LL13 7SU
	Distance	0.8km
	Drive Thru	No
3	Address	Wrexham Plas Coch LL11 2BA (Permitted Application) (Application Reference: P/2023/0384)
	Distance	1.7km
	Drive Thru	Yes

2.5.2 The two existing restaurants do not have drive thru lanes. The Plas Coch restaurant will have a drive thru lane when it is operational. The proposed restaurant would therefore provide a second restaurant with drive thru facilities for Wrexham and would serve customers visiting the Tesco and other surrounding retail uses.

3.0 ACCESSIBILITY

3.1 Pedestrians and Cyclists

3.1.1 The site is in a mature urban environment and benefits from the existing pedestrian infrastructure serving the Tesco Extra.

3.1.2 The main pedestrian access to the Tesco Extra is from the A5152 108m south of the A5152 Roundabout. There is a signalised Toucan crossing facility with a refuge across the A5152 which benefits from drop kerbs and tactile paving.

3.1.3 There are uncontrolled crossing facilities on the A5152, Holt Street and Stryt Holt arms of the Holt Street Roundabout. The crossings are equipped with drop kerbs, tactile paving and a pedestrian refuge.

3.1.4 There is an uncontrolled crossing facility on the access road equipped with tactile paving, drop kerbs and pedestrian refuge. The crossing is located 17 metres east of the A5152 Roundabout and connects to the second pedestrian access point to the Tesco Extra from the access road.

3.1.5 There is a footway on the east side of the Tesco Access Road from the Retail Park.

3.1.6 There is a pedestrian link from the Tesco to the proposed restaurant including zebra crossings provided in the Tesco Extra car park.

3.1.7 There are shared cycleway/footway on the south side of Stryt Holt and the east side of the A5152 which runs to the Smithfield Road gyratory. There is also a shared footway/cycleway on the A5152 north of the A5152 Roundabout which runs to the residential area.

3.1.8 A plan showing the local cycle routes is included as Appendix 6.1.

3.1.9 The site therefore benefits from a good level of walking and cycling infrastructure and as a result, is highly accessible.

3.2 Public Transport

Bus

3.2.1 The nearest southbound bus stop is located at a distance of 370 metres west of the site on the A5152. The stop is equipped with a bus shelter and timetable information. The nearest northbound stop is located 470 metres southwest of the site, the stop is equipped with a shelter. There are also other stops on Market Street, the stops are equipped with a shelters and timetable information. A plan showing the bus stop location is included as Appendix 6.2.

3.2.2 The bus stops are served by regular bus services 5, 7, 8, 41 and 42. A plan showing the bus routes in the vicinity of the site is provided as Appendix 6.3. The bus services serving the site are summarised in Table 3A below.

Table 3A Bus Services Summary

№	Route	Daytime Frequency		
		Mon-Fri	Sat	Sun
5	Chester – Huntington – Wrexham	1/hr	1/hr	-
7	Wrexham – Caia Park	2/hr	2/hr	1/2hrs
8	Wrexham – Caia Park	2/hr	2/hr	4 per day
41	Wrexham – Wrexham Industrial Estate	2/hr	2/hr	-
42	Wrexham – Hightown	1/hr	1/hr	-
Total		8/hr	8/hr	1/2hrs

3.2.3 Table 3A demonstrates that the site is served by 8 regular buses per hour Monday to Saturday and 1 bus every 1 or 2 hours on Sunday. The buses provide services throughout Wrexham and the surrounding area.

Rail

3.2.4 Wrexham Central Railway Station is located 800m west of the site and Wrexham General Railway Station is located 1km west of the site. There are regular services to Bidston and local stations including Bidston, Hope, Sholton, Heswall and Upton.

3.2.5 A plan showing the local rail network is included as Appendix 6.4.

3.2.6 The site therefore benefits from a good level of public transport accessibility.

4.0 DEVELOPMENT PROPOSALS

4.1 Site Layout

4.1.1 It is proposed to redevelop the site to provide a 377 sqm (GEA), 356 sqm (GIA) single storey McDonald's Restaurant with side-by-side drive-thru facilities. The customer area would be 92sqm with 79 seats.

4.1.2 It is expected that the restaurant would operate 24 hours Monday to Sunday.

4.1.3 Based on data from McDonald's it is expected that up to 15 staff would be on site at any one time.

4.1.4 The Architect's layout is included as Appendix 7.1.

4.2 Access Arrangements

4.2.1 Vehicle access to the proposed restaurant would be via the Tesco Access Road only. Vehicles would use the Tesco car park to access the site. The drive thru lane would run clockwise around the building with customers exiting back into the McDonald's car park.

4.2.2 The access from Crescent Road would remain gated and closed as they currently operate. A new vehicular access link will be constructed to provide access to the retained Tesco overflow car park.

4.2.3 Pedestrian access to the restaurant would be provided from the Tesco car park and the Tesco Access Road.

4.2.4 The delivery vehicle will access the restaurant via the main access road and unload in the car park. Further details are provided in Section 4.6.

4.3 Year of Opening

4.3.1 The proposed year of opening is 2026.

4.4 Parking Provision and Assessment of Standards

4.4.1 It is proposed to provide 20 car parking spaces within the McDonalds demise including 2 accessible parking spaces, and 2 grill bays for drive thru customers. Parking would also be shared with the Tesco Extra. There would be 6 cycle parking spaces (3 Sheffield stands) provided for the restaurant located close to the building.

4.4.2 The total existing Tesco car parking provision (including the overflow car park) is 795 spaces and this would reduce to 719 with the proposal (-76 spaces). The proposed parking within the main car park is currently 583 spaces. It is proposed that there would be 584 spaces (including those within the McDonald's car park) to serve the Tesco and McDonald's which is an increase of 1 space. The overflow car park for the Tesco which is only occasionally utilized would reduce from 212 to 135 spaces (-77 spaces). A summary of the existing and proposed Tesco parking spaces is provided in Table 4A below.

Table 4A Parking Spaces Summary

		Parking Spaces		
		Existing	**Proposed**	**Changes**
Tesco	Standard Parking	520	503	-17
	Accessible Parking	31	31	0
	Parent and Child Parking	24	22	-2
	Electric Vehicle Parking	4	4	0
	Click and Collect	4	4	0
	Overflow Parking	212	135	-77
McDonald's		-	20	+20
Total Main Car Park Spaces (excluding overflow car park)		**583**	**584**	**+1**
Total (including overflow car park)		**795**	**719**	**-76**

4.4.3 A plan showing the proposed car park layout is included as Appendix 7.2.

Parking Standards

4.4.4 Wrexham County Borough Council parking standards for new developments are set out in Chapter 16 of Local Planning Guidance, July 2018, these are maximum standards, and the disabled and cycle parking standards are minimum standards. The site is:

a) accessible by public transport as outlined in Section 3.2.
b) located within a Tesco Extra car park and close to a Retail Park where customers could walk within and between uses.
c) the location of the restaurant facilitates shared trips and shared car parking.
d) The survey assessments have demonstrated that there would be sufficient car parking provided on site and therefore no overspill car parking would occur. Therefore, there would be no impact on highway safety or residential amenity.

An assessment of the standards is provided in Table 4B below for "A3 Restaurants, Cafes and Hot food takeaways" use.

Table 4B Assessment of Parking Standards

Land Use	Type	Council Standard	Development	Parking Requirement	Proposed Provision
A3 Restaurants, Cafes, and Hot food takeaways	Car parking standard (Maximum)	1 space per 4sqm public floor space	92 sqm (Customer Area)	Maximum 23 spaces	20 spaces
	Cycle parking standard (Minimum)	1 space per 40sqm public floor space	92 sqm (Customer Area)	Minimum 3 spaces	6
	Disabled parking standard (Minimum)	10% of all car spaces must be provided to mobility standard	20 Spaces	Minimum 2 spaces	2 spaces

4.4.5 The proposal for 20 spaces accords with the Council's car parking standard. It is demonstrated in Chapter 9.0 of this report that the combined parking provision for the Tesco and the McDonald's is sufficient to accommodate the proposed parking demand for both uses.

4.4.6 The proposed level of disabled and cycle parking provision accords with the Council's standards.

4.5 Servicing/Refuse Provision

4.5.1 McDonald's has been trading in the UK since 1974. The company operates over 1,348 fast service restaurants (+90 ROI) of which around 1,204 are restaurants with drive thru facilities.

4.5.2 Martin Brower are McDonald's sole distributor for all its products and have a fleet of 150 vehicles. Martin Brower utilise multi-temperature vehicles which allows all of the restaurant's requirements for; frozen, chilled and ambient products to be delivered in one visit. This therefore reduces the number of deliveries each restaurant received.

4.5.3 Restaurants typically receive 3-5 deliveries per week. Servicing McDonald's restaurants whilst they are open is a common practice and does not present any operational difficulties.

4.5.4 Martin Brower use a sophisticated computerised planning tool (Paragon), which enables requirements of delivery destinations to be set and ensures they are complied with on every occasion the delivery is planned. The restaurant is allocated a 4-hour delivery slot and the delivery will be planned within this. Notification of the planned delivery is emailed to the restaurant the day before delivery.

4.5.5 On the day of the delivery the GPS system linked to Paragon will enable the restaurant manager to track the delivery vehicle's arrival. Staff can then prepare for the delivery arrival.

4.5.6 The goods are typically delivered by articulated lorry, 16.6m in length but smaller 11.1m rigid delivery vehicles are available where necessary. It is proposed that this site would be serviced by an 11.1m rigid delivery vehicle only. The delivery vehicle is typically parked for between 15 minutes – 75 minutes. The duration of the stay depends upon the range and quantity of products to be delivered.

4.5.7 The deliveries would be scheduled to arrive during quiet trading periods for the McDonald's and the Tesco.

4.5.8 It is proposed that servicing will be undertaken on from the customer car park using the parking spaces adjacent to the restaurant. The goods would then be wheeled to the Corral at the side of the building.

4.5.9 A representative from Martin Brower will visit the site prior to any new restaurant opening and assess the designated delivery area. Any special requirements (none anticipated at this restaurant) will be communicated to their transport and scheduling department.

4.5.10 A TRACK analysis is presented in Appendix 8.1. The analysis demonstrates that a delivery vehicle can enter, manoeuvre around the car park and exit.

4.5.11 Refuse collection would be collected by a private contractor using a 9.6m refuse vehicle, 3 times per week and would occur outside of peak hours. This would also occur from the car park.

4.5.12 Waste minimisation has been achieved through the redesign of tray liners and specifying the use of light-weight bin liners. Food wastage is minimised through the use of a computer system which monitors the amount of food served at given times of day, resulting in more accurate preparation and ordering of stock. This therefore, reduces the quantum of waste and frequency of collection required.

4.5.13 Service vehicles also collect empty delivery trays and crates which are returned to supplies for reuse.

4.5.14 Cooking oil from restaurants is collected by Martin Brower's delivery vehicles and is recycled into bio diesel.

4.5.15 The arrangements described above follow a 'tried and tested' methodology used successfully across the UK and it could be successfully undertaken at the proposed restaurant.

4.6 Drive Thru Lane

4.6.1 The drive thru lane forms an integral part of the McDonald's operation and is shown adjacent to the; eastern southern and western, edges of the building (see Appendix 7.1).

4.6.2 When a customer wishes to purchase a meal without leaving their vehicle, the following steps are taken:

1. Enter the drive thru lane
2. Place an order at one of the side by side Customer Order Display (COD) units
3. Pay at the first booth
4. Collect meal from the second booth (halfway along the southern elevation) and continue out of the drive thru lane

4.6.3 In the event that a customer places a larger order, which could take longer to prepare (and potentially delay other drivers using the drive thru lane), then a member of staff will divert them to one of two 'grill bays' or the Fast Forward Booth. The grill bays are situated near the store entrance and once the order is ready, a member of staff will carry the meal from the restaurant to the customer. If the customer is directed to the Fast Forward Booth then their order is passed to the customer through the window.

4.6.4 A TRACK analysis is presented in Appendix 8.2 which illustrates a vehicle circulating the drive thru lane.

5.0 PROPOSED TRAFFIC GENERATION

5.1 McDonald's Traffic Generation

McDonald's Survey Information

5.1.1 ADL Traffic & Highways Engineering commissioned Axiom Traffic Ltd to undertake counts and customer interview surveys at a McDonald's restaurants with drive thru facilities in Skelton, Wolverton and Kirkby. These restaurants are considered to be comparable as they are located close to large food stores. The proposed restaurant also has a similar level of passing traffic and a lower population per restaurant. It is therefore considered that the surveyed restaurants provide an accurate and robust comparable to the proposal.

5.1.2 Details of the surveyed restaurants are provided in Tables 5A below.

Table 5A Comparable Restaurants: Proposed Restaurant

Restaurant and Store №	Skelton #1517 TS12 2ZL	Wolverton #1538 MK12 5RJ	Kirkby #1022 L32 1TS	Average	Proposed Wrexham Tesco
Restaurant Type	Single Storey	Single Storey	Single Storey	-	Single Storey
Floor Area	404sqm	407sqm	370sqm	394sqm	377sqm
№ of Seats	111	100	77	96	76
Parking Provision	36	28	30	94	20 + Shared with Tesco
Drive Thru Facilities	Side-by-Side	Side-by-Side	Side-by-Side	-	Side-by-Side
Population within 5 Km	33,620	94,036	118,849	82,168	74,644
AADT	14,232	16,433	25,325	18,663	18,707
Number of Surrounding McD Restaurants Within 5km (incl. store)	1	4	5	-	4 (including Plas Coch Restaurant)
Population per McDonalds Restaurant	33,620	23,509	23,769	26,966	18,661
Located Near to Major Foodstore	Asda	Tesco	Morrisons	-	Tesco

5.1.3 The average survey results from Skelton, Wolverton and Kirkby have been taken as the proposed traffic generation for the Wrexham Restaurant for the Friday evening and Saturday peak. The Am peak traffic has been calculated based on transaction data from the surveyed restaurants from the date of the Friday survey. The proposed trips are summarised in Appendix 9.0. The peak hour proposed traffic is summarised in Table 5B.

Table 5B Proposed Traffic Generation

	Peak Hour	Proposed Traffic	
		In	Out
Friday AM Peak	08:00-09:00	76	76
Friday PM Peak	17:00-18:00	103	104
Saturday Peak	13:00-14:00	105	110

TRICS Information

5.1.4 ADL have reviewed the TRICS database v7.11.1 for drive thru surveys which are situated in urban locations. As TRICS is the industry standard methodology for traffic generation predictions, ADL have run the TRICS assessment of the weekday and Saturday traffic as a comparison exercise to the assessment above. The TRICS data is included in Appendix 10.0 and the results are shown in Table 5C below.

Table 5C Traffic Generation Based on TRICS

		McDonald's TRICS Sites		ADL Assessment Based on McDonald's Surveys	
		In	Out	In	Out
Friday AM Peak	Trip Rates	13.292	13.292	-	-
	Traffic Generation 377sqm	49	49	76	76
Friday PM Peak	Trip Rates	19.464	20.248	-	-
	Traffic Generation 377sqm	73	76	103	104
Saturday Peak	Trip Rates	25.952	26.298	-	-
	Traffic Generation 377sqm	98	98	105	110

5.1.5 Table 5C demonstrates that based on TRICS the predicted traffic would be lower than the traffic generation based on the surveyed restaurants. The traffic generation based on the surveyed restaurants is therefore considered to be robust.

Comparison of Proposed Traffic and Permitted Plas Coch Restaurant Traffic

5.1.6 The permitted McDonald's Restaurant at Plas Coch was granted planning permission on the 22nd of July 2024. The application was supported by a TA Volume 2 dated the 14th of December 2020 prepared by ADL which also calculated the proposed traffic generation based on surveys of comparable restaurants.

5.1.7 A comparison of the proposed Tesco Wrexham McDonald's and the Permitted Plas Coch Restaurant traffic is outlined in Table 5D below.

Table 5D Comparison of Plas Coch and Proposed Restaurant Traffic

	Permitted Plas Coch Traffic		Proposed Wrexham Tesco Restaurant Traffic	
	In	Out	In	Out
Friday AM Peak	70	60	76	76
Friday PM Peak	111	113	103	104
Saturday Peak	119	128	105	110

5.1.8 Table 5D therefore demonstrates that the traffic generation at the proposed restaurant is expected to be similar to that previously agreed with the Highway Authority for the permitted restaurant at Plas Coch.

5.2 Trips By Type

5.2.1 Interview surveys were undertaken at the Skelton, Wolverton and Kirkby restaurants on both a Friday and Saturday during the survey periods. The purpose of the customer interview surveys was to establish the type of trips visiting a McDonald's restaurant.

5.2.2 Four primary customer trip types are referred to in this report as follows:

- Additional Trips:
  - These are specific car journeys to visit the McDonald's whereby customers return to their original location immediately after completing their visit:

    e.g. Home → McDonald's → Home

    - In the case of the proposed restaurant these are specific car journeys to visit the restaurant. These would likely be residents from Northeastern Wrexham.
- Diverted Trips:
  - These are trips where a driver is already on the network and alters their route to visit the McDonald's:

    e.g. Home → McDonald's → Other Home

    Work → McDonald's → Home

    - In the case of the proposed restaurant these would likely be existing trips at the Holt Road Roundabout which divert to the restaurant.

- Pass By Trips
    - These are also trips which are already on the network in any event which as the driver passes the site they decide to make a visit.
        - In the case of the proposed restaurant all trips are expected to divert from the Holt Road Roundabout.
- Shared Trips
    - These are existing trips shared with adjacent retail.
    - In the case of the proposed restaurant these would be trips shared with the Tesco foodstore.

5.2.3 Additional trips may not necessarily be new trips as those customers may previously have undertaken trips to other hot food takeaways on their route. Collectively, pass by; diverted and shared trips can be referred to as "existing trips" as they represent all existing vehicles on the network.

5.2.4 The data from the customer interview surveys have been analysed and a summary of the analysis is included in Table 5E below.

Table 5E Customer Interview Average Survey Results McDonald's

Trip Type	Definition	Friday	Saturday
		%	%
Additional Trips	Same origin & destination McDonald's sole purpose of trip	23%	23%
Existing Trips	Different origin & destination	64%	40%
	Same origin & destination McDonald's not sole purpose of trip		
Shared Trips	Visit adjacent food store before or after McDonald's	13%	37%
Total Surveys		**100%**	**100%**

5.2.5 Table 5E demonstrates that 23% of trips to McDonald's could be expected to be additional trips to the restaurant and 77% would be existing on the road network. The results in Table 5E also demonstrate that 13% of trips on a Friday and 37% of trips on a Saturday could be expected to be shared trips with the adjacent Tesco.

McDelivery

5.2.6 McDelivery drivers are courier drivers who are already on the road network in any event. These drivers may well visit other restaurants in Wrexham. Therefore, these trips are only 'new' to the part of the road network in the immediate vicinity of the site, not the wider road network.

Development Trips By Type

5.2.7 The proposed development trips by type are summarised in Table 5F below. The level of McDelivery traffic has been calculated based on the transactions at the surveyed restaurants.

Table 5F Proposed Trips By Type

	Trip Type	Weekday					Saturday		
		%	Am Peak		Pm Peak		Saturday Peak		
			In	Out	In	Out	%	In	Out
McDelivery	Additional	-	16	16	17	17	-	13	13
Customers	Additional	23%	14	14	20	20	23%	21	22
	Pass by/ Diverted	64%	38	38	55	56	40%	37	39
	Shared	13%	8	8	11	11	37%	34	36
	Total	**100%**	76	76	103	104	**100%**	105	110

5.2.8 The number of additional trips (including McDelivery) to the network would be:

- Weekday Am Peak 30 vehicles
- Weekday Pm Peak 37 vehicles
- Saturday Peak 34 vehicles

5.2.9 It is considered that this level of additional traffic is unlikely to have any material impact on the wider road network.

6.0 ON SITE ASSESSMENT

6.1 Proposed Pedestrian Trips

6.1.1 The proposed McDonald's pedestrian trips are based on the surveyed restaurants. The results are summarised in Table 6A below.

Table 6A Proposed Pedestrian Trips (Surveyed)

	Peak Hour	In	Out
Friday	17:00-18:00	16	22
Saturday	13:00-14:00	56	63

6.1.2 There are existing pedestrian routes and crossing facilities for customers associated with the Tesco Extra.

6.2 Parking Demand

6.2.1 The maximum parking demand for the McDonald's (including staff, reserved and accessible parking) is based on the average survey results shown below.

- Friday 21 vehicles
- Saturday 21 vehicles

6.2.2 The proposal would provide 20 spaces within the McDonald's demise and parking would also be shared with the Tesco. A parking impact assessment is provided in Chapter 9.0 of this report which demonstrates that there would be sufficient parking for the McDonald's and Tesco.

6.3 Drive Thru Queue

6.3.1 The proposed drive thru queues are based on the average of those surveyed at the Skelton, Wolverton and Kirkby restaurants. The results are summarised in Table 6B below. This includes all vehicles waiting in the drive thru lane back from the collection booth.

Table 6B Proposed Drive Thru Queues (Surveyed)

	Friday	Saturday
Min Q	2	2
Max Q	8	13
Average	5	7

6.3.2 The proposed drive thru lane has capacity to accommodate 25 vehicles and is therefore more than adequate to accommodate the proposed level of demand.

6.3.3 The expected drive thru queue frequency is shown in Figures 6A and 6B below and demonstrates the maximum queue is only expected to occur once for a two-minute interval during the Friday evening 3-hour evening period. On a Saturday during the four-hour lunchtime period the maximum queue is also only expected to occur for one, two-minute interval.

Figure 6A Friday

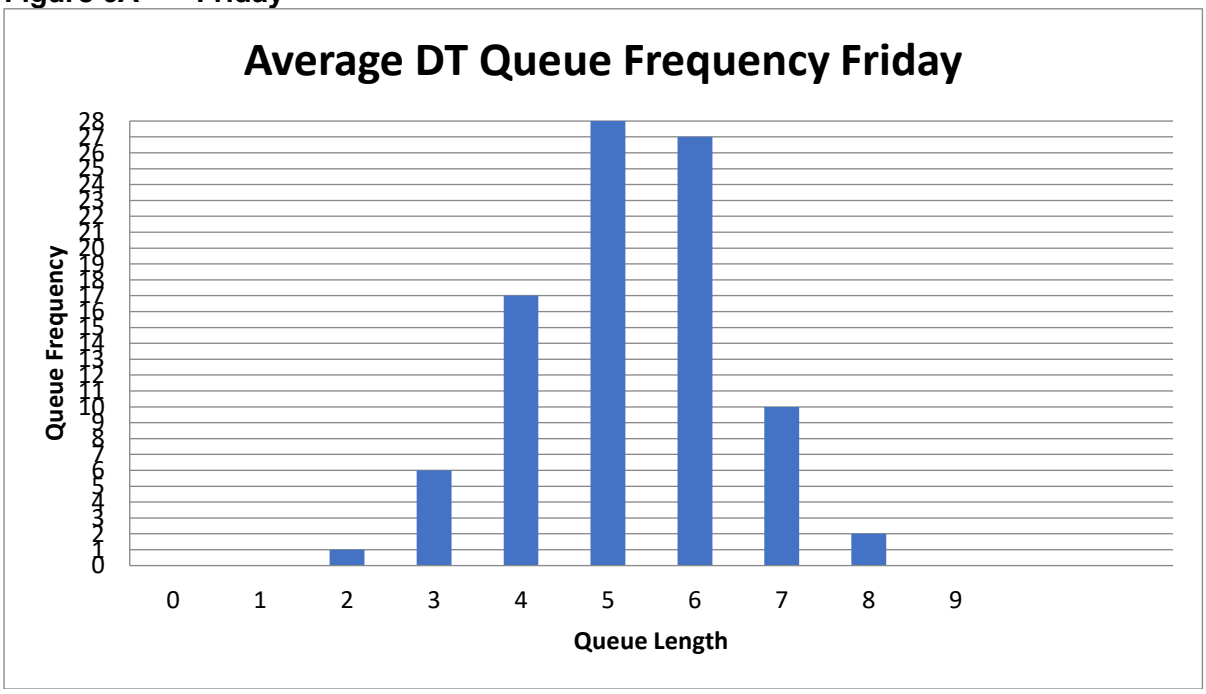
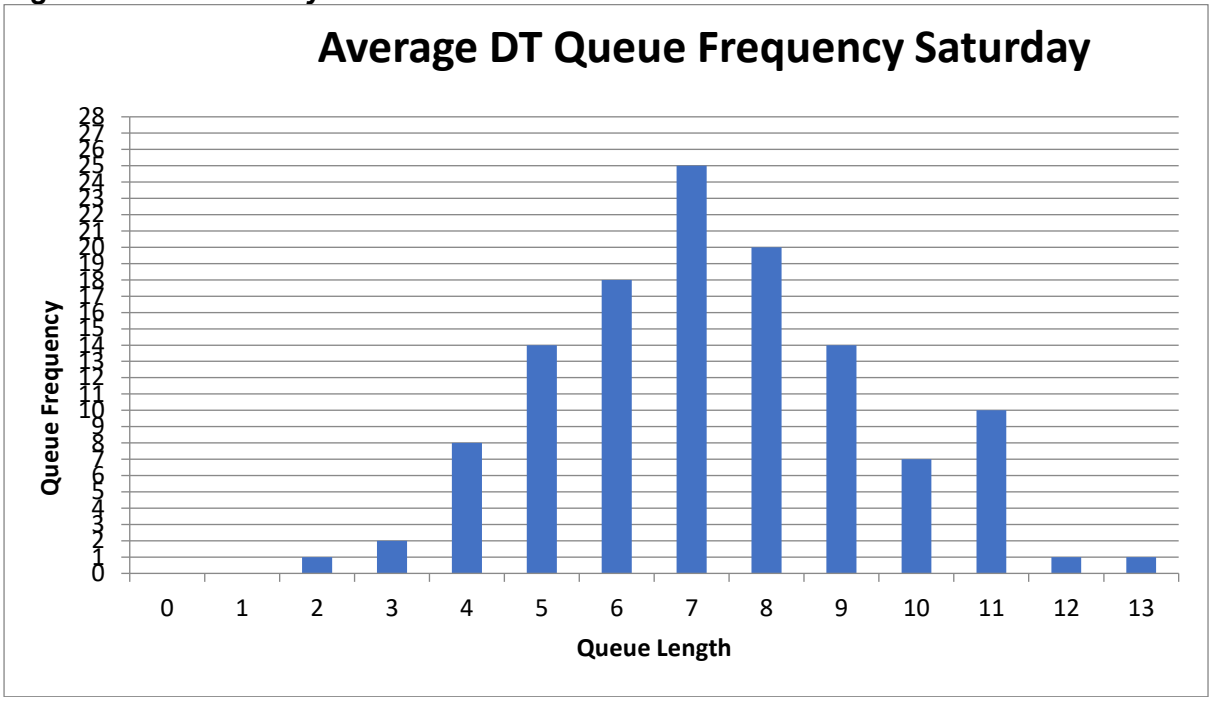


Figure 6B Saturday



7.0 NETWORK TRAFFIC FLOWS

7.1 2019 Traffic Surveys

7.1.1 ADL appointed Axiom Traffic Ltd to undertake manual traffic counts at the Holt Street Roundabout and Tesco/Border Retail Park Roundabout on Friday 8th March 2019 07:00 – 10:00 and 16:00 – 19:00 hours and Saturday 9th March 2019 11:00 – 15:00 hours.

7.1.2 The traffic survey results have been analysed at the junctions to ascertain the network peak hours. The surveys have been analysed to ascertain the peak hours. The peak hour traffic flows are shown as Appendix 11.0.

7.2 2024 Traffic Surveys

Survey Details

7.2.1 ADL appointed Auto Surveys Ltd to undertake repeat traffic and queue surveys at the Holt Street Roundabout and Tesco/ Border Retail Park Roundabout.

7.2.2 The traffic surveys were undertaken on Friday 17th of May 2024 07:00 – 10:00 hours and 16:00 – 19:00 hours, and Saturday 18th of May 11:00 – 15:00 hours.

Traffic Survey Results

7.2.3 The traffic survey results have been analysed at the junctions to ascertain the network peak hours. The traffic survey results are summarised in Tables 7A-7C below.

Table 7A 2024 Traffic Survey Results: Holt Street Roundabout

		A5152 (North)	Stryt Holt	Tesco Access	A5152 (South)	Holt Street	Total
Friday	07:00	371	288	177	250	52	1138
	08:00	726	661	253	438	101	2179
	09:00	**704**	**523**	**381**	**515**	**169**	**2292**
	16:00	800	560	696	672	330	3058
	17:00	**861**	**625**	**701**	**639**	**286**	**3112**
	18:00	724	561	551	493	192	2521
Saturday	11:00	952	581	710	578	241	3062
	12:00	**910**	**563**	**815**	**628**	**259**	**3175**
	13:00	821	491	732	580	260	2884
	14:00	750	473	703	576	239	2741

Table 7B 2024 Traffic Survey Results: Tesco/ Border Retail Park Roundabout

		Tesco PFS	Retail Car Park	Tesco Car Park	Tesco Access Rd	Total
Friday	07:00	77	13	100	163	353
	08:00	88	44	140	263	535
	09:00	**120**	**91**	**224**	**424**	**859**
	16:00	142	176	409	482	1209
	17:00	**149**	**146**	**437**	**493**	**1225**
	18:00	115	138	318	374	945
Saturday	11:00	147	199	445	646	1437
	12:00	**141**	**240**	**510**	**606**	**1497**
	13:00	119	257	458	573	1407
	14:00	120	249	431	524	1324

7.2.4 The peak hours at the Holt Street Roundabout have been taken as the network peak hours. The peak hours are as follows:

- Friday AM 09:00 – 10:00 hours
- Friday PM 17:00 – 18:00 hours
- Saturday 12:00 – 13:00 hours

7.2.5 The 2024 network peak surveyed traffic flows are shown in the diagrams in Appendix 12.0.

7.3 2024 Queue Surveys

7.3.1 Queue surveys were also undertaken at the junctions alongside the traffic surveys. These recorded the minimum and maximum queues in 5-minute intervals by arm and by lane.

7.3.2 The peak hour queue survey results at the Holt Street Roundabout and Tesco/ Retail Park Roundabout are summarised in Tables 7C and 7D below.

Table 7C 2024 Queue Survey Results: Holt Street Roundabout

Peak Hour	Queue Type	A5152 (N)			Stryt Holt		Tesco Access		A5152 (S)		Holt Street	
		Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
Friday AM 09:00-10:00	Min	0	0	0	0	0	0	0	0	0	0	0
	Max	2	6	6	3	10	4	7	5	8	4	3
	Ave Max	1	3	3	2	5	2	3	1	3	2	1
Friday PM 17:00-18:00	Min	0	0	0	0	0	0	0	0	0	0	0
	Max	4	2	2	7	10	5	13	4	8	7	3
	Ave Max	2	1	1	3	5	3	6	2	5	2	2
Saturday 12:00-13:00	Min	0	0	0	0	0	0	0	0	0	0	0
	Max	3	13	12	11	10	4	10	4	8	5	3
	Ave Max	2	5	7	4	5	3	8	2	6	2	1

7.3.3 Table 7C demonstrates that the maximum queue would be 28 vehicles on the A5152 (N) arm during the Saturday Peak. The minimum queue on the same arm during the same period was 0 vehicles, and the average maximum queue was 14 vehicles. Therefore, while there is queueing at the roundabout it does not appear to be severe and dissipates quickly.

Table 7D Queue Survey Results: Tesco/ Border Retail Park Roundabout

Peak Hour	Queue Type	Tesco PFS	Retail Car Park	Tesco Car Park	Access Road
		Lane 1	Lane 1	Lane 1	Lane 1
Friday AM 09:00-10:00	Min	0	0	0	0
	Max	2	3	3	0
	Ave Max	1	1	1	0
Friday PM 17:00-18:00	Min	0	0	0	0
	Max	4	3	6	1
	Ave Max	2	2	2	0
Saturday 12:00-13:00	Min	0	0	0	0
	Max	4	6	10	11
	Ave Max	3	4	7	4

7.3.4 Table 7D demonstrates that the maximum queue would be 11 vehicles on the access road arm during the Saturday peak. During the same period on the same arm, the minimum queue was 0 vehicles, and the average maximum was 4 vehicles. It is therefore considered that while there is queueing at the roundabout, the queuing appears to dissipate quickly.

7.3.5 It is considered that there is no significant issue with queueing or capacity associated with the road network that needs to be addressed as a part of this proposal.

7.4 2024 Parking Survey Results

7.4.1 ADL appointed Auto Surveys Ltd to undertake parking beat surveys at the Tesco car park. The parking surveys were undertaken in 30-minute intervals on Friday 17th May 2024 07:00 – 19:00 hours and Saturday 18th May 2024 10:00 – 16:00 hours. A total of 583 parking spaces are provided in the main part of the Tesco car park. The results are summarized in Table 7E below.

7.4.2 The peak periods at Tesco recorded a parking demand of 428 vehicles (73%) on Friday with 155 spaces available and 437 vehicles (75%) on the Saturday with 146 spaces available.

Table 7E Parking Survey Results: Tesco Car Park

Friday				Saturday			
Time	**No. of Vehicles Parked**	**% Spaces Occupied**	**No. of Available Spaces**	**Time**	**No. of Vehicles Parked**	**% Spaces Occupied**	**No. of Available Spaces**
07:00	77	13%	506	10:00	323	55%	260
07:30	102	17%	481	10:30	380	65%	203
08:00	122	21%	461	11:00	418	72%	165
08:30	153	26%	430	11:30	418	72%	165
09:00	228	39%	355	**12:00**	**437**	**75%**	**146**
09:30	291	50%	292	12:30	383	66%	200
10:00	355	61%	228	13:00	377	65%	206
10:30	400	69%	183	13:30	351	60%	232
11:00	402	69%	181	14:00	333	57%	250
11:30	**428**	**73%**	**155**	14:30	304	52%	279
12:00	394	68%	189	15:00	293	50%	290
12:30	392	67%	191	15:30	259	44%	324
13:00	364	62%	219	16:00	250	43%	333
13:30	358	61%	225				
14:00	331	57%	252				
14:30	326	56%	257				
15:00	320	55%	263				
15:30	306	52%	277				
16:00	280	48%	303				
16:30	281	48%	302				
17:00	250	43%	333				
17:30	266	46%	317				
18:00	222	38%	361				
18:30	175	30%	408				
19:00	190	33%	393				

Note 583 spaces in main Tesco car park

7.5 Comparison of 2019 and 2024 Survey Results

7.5.1 A comparison of the 2019 and 2024 traffic survey results is provided in Table 7F below.

Table 7F 2019 and 2024 Traffic Survey Results Comparison

	Holt Street Roundabout			Tesco/Border Retail Park Roundabout			Total		
	2019	2024	Changes	2019	2024	Changes	2019	2024	Changes
Friday AM	2455	2292	-163	936	859	-77	3391	3151	-240
Friday PM	3450	3112	-338	1287	1225	-62	4737	4337	-400
Saturday	3553	3175	-378	1424	1497	+43	4977	4672	-305

7.5.2 Table 7F demonstrates that there was an overall decrease in traffic across the network from 2019 to 2024. There was a small increase in traffic during the Saturday peak on the Tesco/Border Retail Park Roundabout.

7.5.3 A comparison of the 2019 and 2024 Parking Survey Results is provided in Table 7G below. In 2019 there were 596 spaces, while there were 583 spaces in 2024.

Table 7G 2019 and 2024 Parking Survey Results Comparison

		Parking Survey		
		2019	2024	Changes
Friday	Occupied	503 (84%)	428 (73%)	-75
	Spaces Available	93	155	
Saturday	Occupied	507 (85%)	437 (75%)	-70
	Spaces Available	89	146	

7.5.4 Table 7G demonstrates that the parking demand in 2024 is considerably lower than the parking demand in 2019, with a maximum parking demand in 2024 of 437 compared to 507 in 2019.

7.5.5 Therefore in summary, traffic flows and parking demand at the Tesco have reduced from pre covid 2019 levels.

7.6 Base Traffic Flows

7.6.1 ADL have growthed the 2024 surveyed traffic flows to 2026 (year of opening), 2031 (+5 year assessment) and 2036 (+10 year assessment). This approach is consistent with the traffic assessments undertaken for the permitted Plas Coch Restaurant. The growth rates for each year of assessments are set out below.

2026 Base Traffic Flows

7.6.2 The 2024 surveyed traffic flows have been growthed to 2026 (year of opening) using the following TEMPro 8.1 and NTM growth rates for Wrexham.

- Friday AM Peak 1.0141
- Friday PM Peak 1.0135
- Saturday Peak 1.0136

7.6.3 The 2026 base flows are included on the diagrams in Appendix 12.1.

2031 Base Traffic Flows

7.6.4 The 2024 surveyed traffic flows have been growthed to 2031 using the following TEMPro 8.1 and NTM growth rates for Wrexham.

- Friday AM Peak 1.0575
- Friday PM Peak 1.0560
- Saturday Peak 1.0561

7.6.5 The 2031 base flows are included on the diagrams in Appendix 12.2.

2036 Base Traffic Flows

7.6.6 The 2024 surveyed traffic flows have been growthed to 2036 using the following TEMPro 8.1 and NTM growth rates for Wrexham.

- Friday AM Peak 1.0878
- Friday PM Peak 1.0846
- Saturday Peak 1.0844

7.6.7 The 2036 base flows are included on the diagrams in Appendix 12.3.

7.7 Trip Distribution

7.7.1 The majority of the proposed McDonald's additional trips are considered most likely to originate from the Northeastern part of Wrexham as there are existing McDonald's already located in Wrexham Town Centre. ADL have distributed the proposed existing trips onto the network based on the 2026 Base Traffic Flows on the network as shown in Table 7H below.

Table 7H Trip Distribution

Link	Am Peak				
	2026 Base Flow	%	Additional Trips Inbound	Existing Trips Inbound	Shared Trips Inbound
Stryt Holt	531	27%	8	10	2
A5152 (N)	715	37%	11	14	3
Holt Street	171	9%	3	4	1
A5152 (S)	522	27%	8	10	2
Total	1939	100%	30	38	8
Link	**PM Peak**				
	2026 Base Flow	**%**	**Additional Trips Inbound**	**Existing Trips Inbound**	**Shared Trips Inbound**
Stryt Holt	633	26%	10	14	3
A5152 (N)	873	36%	13	20	4
Holt Street	291	12%	4	7	1
A5152 (S)	647	26%	10	14	3
Total	2444	100%	37	55	11
Link	**Saturday Peak**				
	2026 Base Flow	**%**	**Additional Trips Inbound**	**Existing Trips Inbound**	**Shared Trips Inbound**
Stryt Holt	571	24%	8	9	8
A5152 (N)	923	38%	13	14	13
Holt Street	262	12%	4	4	4
A5152 (S)	636	26%	9	10	9
Total	2392	100%	34	37	34

7.7.2 The outbound existing trips have been distributed according to their direction of intended travel. The outbound additional and shared trips have been distributed back to their origin.

7.7.3 The proposed McDonald's trips by type and total McDonald's traffic generation are shown on the flow diagrams included in Appendix 13.0.

7.8 Total Traffic Flows

7.8.1 The network peak hours have been identified as:

- Friday AM 09:00 – 10:00 hours
- Friday PM 17:00 – 18:00 hours
- Saturday 12:00 – 13:00 hours

The McDonald's peak hours have been identified as:

- Friday AM 08:00-09:00 hours
- Friday PM 17:00-18:00 hours
- Saturday 13:00-14:00 hours

For the purposes of providing a robust assessment it has been assumed that the network and McDonald's peaks coincide.

7.8.2 The 2026, 2031 and 2036 Total flows are included in Appendix 14.0.

8.0 TRAFFIC IMPACT ASSESSMENT

8.1 ARCADY Assessment: Holt Street Roundabout

8.1.1 ADL have modelled the Holt Street Roundabout using the Junctions 10 (ARCADY) programme. The junction layout is provided as Appendix 15.1 and the output results are provided as Appendix 15.2. The results are summarised in Table 8A below.

Table 8A ARCADY Results: Holt Street Roundabout

Arm	Friday AM Peak				Friday PM Peak				Saturday Peak			
	2026 Base		2026 Total		2026 Base		2026 Total		2026 Base		2026 Total	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
A5152 (North)	0.34	1	0.35	1	0.44	1	0.45	1	0.47	1	0.48	1
Stryt Holt	0.46	1	0.47	1	0.57	1	0.59	1	0.57	1	0.59	1
Tesco Access	0.30	0	0.35	1	0.59	2	0.64	2	0.67	2	0.72	3
A5152 (South)	0.39	1	0.41	1	0.54	1	0.55	1	0.54	1	0.56	1
Holt Street	0.17	0	0.19	0	0.37	1	0.38	1	0.34	1	0.35	1
	2031 Base		2031 Total		2031 Base		2031 Total		2031 Base		2031 Total	
A5152 (North)	0.35	1	0.36	1	0.46	1	0.46	1	0.49	1	0.50	1
Stryt Holt	0.48	1	0.58	1	0.60	2	0.62	2	0.59	1	0.58	1
Tesco Access	0.30	0	0.35	1	0.60	2	0.66	2	0.69	2	0.73	3
A5152 (South)	0.41	1	0.42	1	0.56	1	0.57	1	0.56	1	0.58	1
Holt Street	0.19	0	0.20	0	0.39	1	0.41	1	0.35	1	0.37	1
	2036 Base		2036 Total		2036 Base		2036 Total		2036 Base		2036 Total	
A5152 (North)	0.36	1	0.37	1	0.47	1	0.48	1	0.50	1	0.51	1
Stryt Holt	0.49	1	0.51	1	0.61	2	0.63	2	0.60	2	0.63	2
Tesco Access	0.31	0	0.36	1	0.61	2	0.66	2	0.70	2	0.75	3
A5152 (South)	0.42	1	0.43	1	0.57	1	0.59	1	0.57	1	0.59	1
Holt Street	0.19	0	0.20	0	0.40	1	0.42	1	0.37	1	0.38	1

8.1.2 Table 8A demonstrates that the maximum RFC at the Holt Street Roundabout would be 0.75 with a queue of 3 vehicles on the Tesco Access arm during the 2036 Total Saturday peak period. This represents a queueing increase of 2 vehicles when compared to the 2036 Base situation. This level of queuing would not have a severe impact on the operation of the roundabout.

8.2 ARCADY Assessment: Tesco/ Border Retail Park Roundabout

8.2.1 ADL also modelled the Tesco/ Border Retail Park Roundabout using the Junctions 10 (ARCADY) programme. The junction layout is provided as Appendix 16.1 and the output results are provided as Appendix 16.2. ADL have calibrated the PFS egress arm to better reflect the queues observed during the traffic surveys. As the traffic flows at this roundabout are expected to remain the same from the 2026 scenarios to the 2036 scenarios, only the 2026 scenarios have been modelled. The results are summarised in Table 8B below.

Table 8B ARCADY Results: Tesco/ Border Retail Park Roundabout

Arm	Friday AM Peak				Friday PM Peak				Saturday Peak			
	2026 Base		2026 Total		2026 Base		2026 Total		2026 Base		2026 Total	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Border Retail Park	0.18	0	0.19	0	0.30	0	0.33	1	0.50	1	0.53	1
Tesco Access	0.32	1	0.41	1	0.60	2	0.71	2	0.83	5	0.93	9
Access Road	0.48	1	0.55	1	0.56	1	0.64	2	0.69	2	0.75	3
PFS Egress	0.37	1	0.43	1	0.55	1	0.66	2	0.67	2	0.81	3

8.2.2 Table 8B demonstrates that the maximum RFC at the Tesco/Border Retail Park Roundabout would be 0.93 with a queue of 9 vehicles on the arm during the 2026 Total Saturday peak period. This represents a queueing increase of 4 vehicles when compared to the 2026 Base situation. This level of queuing would only occur for a short time during the busiest period.

8.2.3 The modelling summarised above therefore demonstrates that the traffic generated by the development would not have a severe impact on the operation of the road network.

9.0 PARKING IMPACT ASSESSMENT

9.1 There would be a total of 584 parking spaces serving the Tesco Extra and the McDonald's (excluding overflow car park). The parking impact has been assessed in Table 9A below. During the Friday peak the proposed demand would be 449 vehicles (77%) with 135 spaces available. During the Saturday peak the proposed demand would be 458 spaces (78%) with 126 spaces available. There is therefore sufficient car parking for both the Tesco and the McDonald's.

Table 9A Parking Impact Assessment: Tesco Extra Car Park

Proposed Parking Provision for Tesco Extra and McDonald's		Tesco Extra Peak Demand	McDonald's Peak Demand	Total Demand		Spaces Available
				№	% occupancy	
584	Friday	428	21	449	77%	135
	Saturday	437	21	458	78%	126

10.0 MITIGATION MEASURES AND OTHER REPORTS

10.1 Mitigation Measures

10.1.1 The site is reasonably accessible by walking, cycling and public transport. The proposal would have no material impact on the operation of the local road network and sufficient parking is proposed to be provided.

10.1.2 It is concluded that no further mitigation measures are required.

10.2 Travel Plan and Delivery Management Plan

10.2.1 A Travel Plan and Delivery Management Plan will be submitted with the planning application.

11.0 PLANNING POLICY ASSESSMENT

11.1 DfT Guidance on Transport Assessments (March 2014)

11.1.1 Guidance relating to the Overarching Principles on Travel Plans (TP's), Transports Assessments (TA's) and Statements (TS's) was released in March 2014. The guidance is to be of assistance with regard to decision-taking when progressing a TP, TA or TS.

> ***"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements."***

- The McDonald's restaurant is not a major generator of traffic. However, a Transport Assessment has been prepared to support the planning application nonetheless.

11.1.2 The guidance continues:

> ***"They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."***

- The site is accessible by all modes of transport including public transport, walking and cycling commensurate with the adjacent retail uses, promoting sustainable transport choices.

11.1.3 The key principles to be taken into account in preparing a Travel Plan, Transport Assessment or Statement are that they should be:

> ***"proportionate to the size and scope of the proposed development"***

- The Transport Assessment scope is considered robust yet appropriate to the size of the development.

"established at the earliest practicable possible stage of a development proposal;"

- The likely year of opening is anticipated to be 2026 pending granted planning permission. This report has demonstrated that there is no material traffic impact on the road network. Further discussions with the Highway Authority could be undertaken post submission.

"be tailored to particular local circumstances"

- This TA has been written to address the transportation matters arising in the vicinity local to the application.

"be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies"

- There are no significant implications for the strategic road network.

11.2 Planning Policy Wales (Edition 12, February 2024)

11.2.1 The Planning Policy Wales Edition 12 (adopted February 2024) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

11.2.2 Chapter 4.0 of PWW covers the theme of 'Active and Social Places' and the transportation components of place making.

11.2.3 The principle of the PWW policy is to encourage sustainable travel as set out in paragraph 4.1.1:

"The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which

supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:

• Bringing services to people to reduce the need to travel. This is not about preventing travel altogether, it is about planning ahead for better physical and digital connectivity to support access to more local services, and more home and remote working. If more people can walk and cycle for everyday trips, we will reduce our dependency on cars.

• Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport. To achieve this, we will need to invest in reliable, efficient and affordable transport services that people want to use, can use and do use. We also need the transport infrastructure to support those services. We will make sure our transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.

• Where we need new transport infrastructure, we will use the sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.

• Encouraging people to make the change to more sustainable transport. If we are going to meet our climate change targets, we also need people to travel differently. Which means making it easier to do the right thing. We will do this by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations.

11.2.4 The proposed development site is accessible by walking, cycling and public transport. The majority of vehicle trips to the restaurant would be existing on the network in any event.

11.2.5 As set out in paragraph 4.1.8 The Welsh Government will seek to encourage cycling:

"The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act."

11.2.6 It is proposed to provide cycle parking for staff and customers to encourage cycling. The site is located in a mature urban, environment and would link with the existing walking/cycling infrastructure.

11.2.7 The sustainable travel:

> ***"Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established."***.

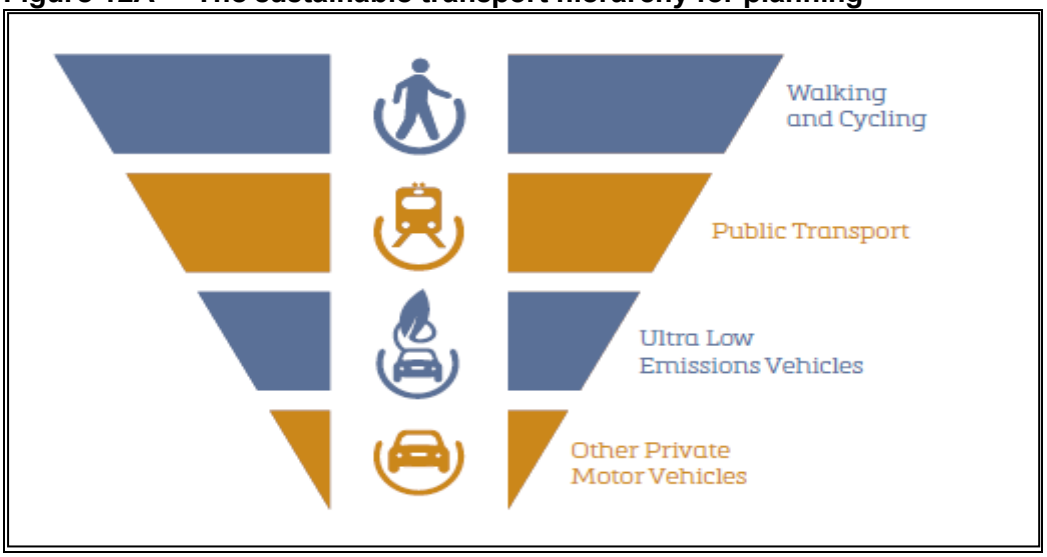
11.2.8 The proposal would generate a relatively low level of pedestrian trips. It is proposed to improve pedestrian accessibility to the development by providing a footway link between the Retail Park and the restaurant.

11.2.9 The Welsh Government have set out a hierarchy for sustainable transport in relation to new development as follows:

11.2.10 The Welsh Government have set out a hierarchy for sustainable transport in relation to new development as follows:

> ***"It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services."***

Figure 12A The sustainable transport hierarchy for planning



11.2.11 Pedestrians would be afforded priority through the car park with informal zebra crossing facilities and there are bus stops close to the site. EVCPs could be dealt with by condition if required.

11.2.12 The PPW acknowledges in para 4.1.17 that in rural areas the approach to sustainable transport will be site specific:

> ***"Different approaches to sustainable transport will be required in different parts of Wales, particularly in rural areas, and new development will need to reflect local circumstances. For example, a planning authority wishing to grow a rural village, despite it having limited public transport accessibility, could apply the transport hierarchy by: first considering how the location and design of new development could encourage walking and cycling to shops and services in the village centre; then consider whether new development could be located near a bus stop or enable improvements to the bus service; before finally considering the needs of private motor vehicles, including measures to encourage the use of Ultra Low Emission Vehicles."***

11.2.13 This site is located in an urban area and the level of sustainable travel options is considered reasonable for an urban/retail park location.

11.2.14 The PPW promotes Active Travel and sets out that new development should integrate with existing active travel networks;

> ***"New development places additional demand on transport infrastructure and networks, with the location, layout and design of development affecting the distance and way in which people travel. Developing local active travel networks can help to mitigate the impact of new development, by providing an alternative mode of travel to the private car, particularly for shorter journeys. Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice. As outlined in paragraph 4.1.11, active travel infrastructure should be put in place early on in a development, and before the people living there move in, to support active and healthy travel patterns from the outset"***

11.2.15 The proposed restaurant is intended to provide a local facility primarily for existing motorists on the network in any event and shared trips with the Tesco Extra but it is accessible by non-car modes.

11.2.16 The PPW sets out in relation to cycle parking that:

> ***"New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities. As well as providing cycle parking near destinations, consideration must also be given to where people will leave their bike at home. Guidance on cycle parking is contained within the Active Travel Design Guidance. Planning authorities may alternatively wish to adopt locally specific minimum cycle parking standards and guidance."***

11.2.17 Cycle parking will be provided in accordance with the Council's Standard.

11.2.18 The PPW sets out in relation to public transport that:

> ***"Planning authorities must ensure the layout, density and mix of uses of new development support the use of public transport and maximises accessibility potential. In particular, higher densities and mixed-use development should be encouraged in areas highly accessible by public transport. In these circumstances, the implications of airborne pollution will need careful consideration including the need to meet decarbonisation targets."***

11.2.19 The site is reasonably accessible by public transport.

11.2.20 The PPW policy regarding Electric Vehicle Charging Points is as follows:

> ***"To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should encourage and support the provision of ULEV charging points as part of new development. Future Wales sets out the Welsh Government's requirements for the provision of electric vehicle charging points for non-residential development"***

11.2.21 EVCPs are generally not considered appropriate for a fast service drive thru restaurant but could be dealt with by condition if required.

11.2.22 Paragraphs 4.1.50, 4.1.51, 4.1.53 and 4.1.54 outline the Welsh policy regarding car parking provision:

> ***"Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.***

A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan. Local authorities should consider parking issues on a joint basis with neighbouring authorities. They should jointly establish maximum levels of parking for broad classes of development, together with a threshold size of development above which such levels will apply. These maximum standards should be set in collaboration with interested organisations. Local authorities will need to ensure that their parking standards reflect local transport provision, are adopted by individual authorities as supplementary planning guidance, and are kept under review. Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places.

Private non-residential parking can be a significant component of parking provision in town centres. Authorities should, where appropriate, seek to encourage appropriate redevelopment or re-use of existing private parking sites to bring the provision down, and should refuse planning permission for public and private car parks which do not meet the strategic aims of the development plan and the Joint Local Transport Plan / Regional Transport Plan."

11.2.23 An appropriate level of parking is proposed which is sufficient to accommodate the expected level of demand by customers of both the restaurant and the Retail Park.

11.2.24 PPW regarding Transport Assessments, sets out that:

"Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately."

11.2.25 A Transport Assessment has been prepared to support the planning application.

11.2.26 The proposal accords with the Welsh National Guidance.

11.2.27 Guidance for Transport Assessments is set out in paragraph 4.1.56 and 4.1.57, the paragraphs state that,

> ***"Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.***
> ***Planning applications for developments, including changes of use, falling into the categories identified in TAN 18: Transport29 must be accompanied by a Transport Assessment."***

11.2.28 Planning Policy Wales Paragraph 4.157 stated that

> "***Planning applications for developments, including changes of use, falling into the categories identified in TAN 18: Transport must be accompanied by a Transport Assessment."***

11.2.29 A transport assessment is provided in accordance to TAN 18: Transport.

11.3 Planning Policy Wales Technical Advice Note 18: Transport

11.3.1 TAN 18 (2007) sets out the Welsh Government advice regarding transport and planning applications.

11.3.2 Paragraph 3.7 states that the development should offer easy access by different transport modes.

> ***"The location of major travel generating uses including employment, education, shopping and leisure can significantly influence the number and length of journeys, journey mode and the potential for multi-purpose trips. Development plans should seek wherever possible to identify locations for such developments, which offer genuine and easy access by a range of transport modes and therefore:***
> ***• allocate major generators of travel demand in city, town and district centres and near public transport interchanges, as a means to reduce car dependency and increase social inclusion by ensuring that development is accessible by public transport for those without access to a car;***
> ***• contain policies which direct facilities for which there is a regular need to be located close to their users in local and rural centres, ensuring easy access for all, especially by walking***

and cycling; such facilities include primary schools, doctors surgeries and local convenience shops; and

• consider the potential for changing existing unsustainable travel patterns, for example through a co-ordinated approach to development plan allocations and transport improvements."

11.3.3 The development is accessible by public transportation, walking and cycling.

11.3.4 Paragraph 5.2 sets out the criteria for accessibility infrastructure.

"Local authorities, developers and transport providers should work together to meet the needs of all people, including those with disabilities, for equality of access by:

• identifying their needs in terms of parking, in particular ensuring that adequate numbers of suitably designed parking spaces are provided in appropriate locations;

• ensuring that their needs are taken into account in the layout, physical conditions and interrelationship of land uses. Particular care needs to be paid to town centres where shop mobility schemes could be considered and to public spaces to ensure that they are well designed and safe for all pedestrians, especially those who are blind or partially sighted27; and

• ensuring that transport infrastructure and interchanges, are designed and located to be safe, accessible and functional for all."

11.3.5 Accessible parking spaces are provided within the site.

11.3.6 Paragraph 6.2 sets out the criteria for a fully inclusive pedestrian environment.

"Local authorities should promote walking as the main mode of transport for shorter trips through the use of their planning and transport powers. Consideration should be given to ways in which areas and developments can be made more attractive and safer for pedestrians through the arrangement of land uses and design policy. When preparing development plans, design guidance, master plans and in determining planning applications authorities should:

• ensure that new development encourages walking as a prime means for local journeys by giving careful consideration to location, access arrangements and design, including the siting of buildings close to the main footway, public transport stops and pedestrian desire lines;

• ensure that pedestrian routes provide a safe and fully inclusive pedestrian environment, particularly for routes to primary schools;

• ensure the adoption of suitable measures, such as wide pavements, adequate lighting, pedestrian friendly desire lines and road crossings, and traffic calming;

• promote the reallocation of road space to pedestrians;

• consider the needs of all pedestrians in the design of town environmental improvement schemes, which may involve pedestrianisation and restricted access schemes;
• support the use of public rights of way for local journeys; and
• identify and protect existing and proposed routes suitable for the use of cyclists and walkers. These may include recreational or commuter routes alongside river banks, canal towpaths and disused railway lines.

11.3.7 The site benefits from existing walking infrastructure. Pedestrian routes and adequate lighting are provided within the site and the Tesco car park.

11.3.8 Paragraph 6.4 sets out the criteria for cycle route.

"Local authorities should aim to develop an effective network of cycle routes, including safe routes to schools. Development plans, design guidance, and master plans should include encourage cycling through:
• identification of new cycle routes utilising existing highway (including public rights of way where appropriate), disused railway lines, space alongside rivers and canals, parks and open space;
• ensuring that new development encourages cycling by giving careful consideration to location, design, access arrangements, travel 'desire lines' through a development, and integration with existing and potential off-site links;
• securing provision of secure cycle parking and changing facilities in all major employment developments, including retail and leisure uses, town centres, transport interchanges, educational and health institutions;
• securing provision of cycle routes and priority measures in all major developments;
• adopting minimum cycle parking standards within their parking strategies - for commercial premises these standards should include cycle parking for both employees and visitors; and
• ensuring new residential developments provide storage for bicycles so they are easily available for everyday use while secure enough to be left unattended for long periods of time."

11.3.9 The site benefits from existing cycle infrastructure. Adequate secure cycle parking spaces are provided within the site and the Tesco car park.

11.3.10 Paragraph 9.2 sets out the criteria for a transport assessment.

"Developers should be required by local authorities to submit transport assessments to accompany planning applications for developments that are likely to result in significant trip generation (see Annex D for suggested thresholds). This requirement should be

defined and secured through a policy in the development plan with relevant detail in SPG. The precise scope and content of each TA will depend upon the scale, travel intensity and characteristics of the proposal. In general TAs should, as a minimum, provide information on the likely modal split of journeys to and from the site. The TIS should detail the measures proposed to improve access by public transport, walking and cycling and reduce the number and impacts of motorised journeys associated with the proposal."

11.3.11 A Transport Assessment is provided according to the requirements.

11.4 Local Planning Policy Guidance

Wrexham Local Plan 2023

11.4.1 The Wrexham County Borough Local Development Plan 2013-2028 was adopted in 2023 and sets out the Council's retained adopted plans and policies for new development.

11.4.2 Policy T1 sets out the criteria for transport impacts. Policy T1 states that:

"***Proposals for new development will be supported where they: i. Facilitate increased journeys by more sustainable modes of travel first by walking and cycling, then by public transport and finally by private motor vehicle; ii. Mitigate any significant adverse effects upon the transport network that arise from the proposed development including improvements to transport infrastructure where required; iii. Do not compromise the safe, effective and efficient use of the highway network and do not have an adverse impact on highway safety or create unacceptable levels of traffic generation; iv. Provide appropriate levels of parking and ensure access arrangements for the site to allow for safe manoeuvring; v. Make provision for people with restricted mobility including those with characteristics as defined by the Equality Act 2010. Developments that would generate significant amounts of movement should be accompanied by a Transport Assessment and Travel Plan."***

11.4.3 Appropriate designs have been made to accommodate people with restricted mobility. Adequate and convenient parking spaces are also proposed to be provided.

11.4.4 Policy T2 sets out the criteria for active travel. Policy T2 states that:

> ***"To enable people to access employment, education, healthcare and other essential services, new development will be supported where: i. Walking and cycling infrastructure is an integral part of the overall design of the scheme and makes a positive contribution to the distinctiveness of communities and places; ii. Facilities that encourage and promote Active Travel including but not limited to appropriate signing, lighting, secure and convenient cycle parking and where appropriate shower and changing facilities are provided; iii. The development and enhancement of the Active Travel routes identified on the Integrated Network Map connecting communities to essential services including public transport, employment and education opportunities; iv. Provision of appropriate travel choice information including reference to the benefits of cycling and walking for all or part of journeys is made available; v. Measures that work to reduce the dominance and speed of vehicles affording increased priority to pedestrians and cycle movements."***

11.4.5 The site benefits from existing walking and cycling infrastructure, cycle parking spaces have been provided on site accordance to Wrexham County Borough Council Local Planning Guidance Note No. 16. The site is also accessible by public transportation.

Local Planning Guidance Note 16: Parking Standards

11.4.6 As outlined in Section 4.4; Wrexham County Borough Council parking standards for new developments are set out in Chapter 16 of the Local Planning Guidance, July 2018,

11.4.7 Page 2 of the Guidance Note states

> ***"The car parking standards set out below are maximum standards for each land use category. In accordance with national policy the Council has no minimum parking requirements. In cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand, without undermining requirements for inclusive access."*** (ADL underlining)

11.4.8 The parking standards are clearly maximums, and there is no minimum parking requirement.

11.4.9 The guidance on parking for new development states that;

> ***"Some on-site parking is likely to be required for most new developments. Developers should clearly demonstrate that the amount of parking provided will be sufficient to meet likely demand and show they have taken account of how close a site is to employment, local facilities such as shops and frequency of public transport."***

11.4.10 The parking surveys demonstrated that sufficient car parking would be provided.

11.4.11 The guidance states that parking close to local services and facilities or which is accessible by no car modes may be provided with less on-site car parking to allow more efficient use of land and higher density development.

> ***"Where developments are close to local services and facilities and/or are in areas where people are able to walk or cycle to them or travel to them easily by public transport, it may be appropriate for less on site parking to be provided than for developments in remoter areas. When determining the amount of parking required for each development consideration will also be given to how close a site is to public car parks, whether those car parks can cater for additional demand, as well as whether there are any existing parking problems in the locality.***
>
> ***In areas where people can easily travel to sites by means other than by car, reducing the amount of space dedicated to car parking could allow land to be used more efficiently by enabling a higher density development or to provide landscaping to enhance the appearance of an area."***

11.4.12 The proposed development is located within the Tesco Extra Car Park and is accessible by walking, cycling and public transport. Therefore, the site is located in an area where a reduced level of parking is appropriate. The part of the car park proposed to be redeveloped is lightly used and therefore the proposals would more efficiently utilise the site.

11.4.13 The proposal accords with the Local Planning Guidance Note 16: Parking Standards.

11.4.14 The proposal therefore accords with the national and local planning policy guidance.

12.0 SUMMARY AND CONCLUSIONS

12.1 ADL Traffic and Highways Engineering have been appointed by McDonald's Restaurants Ltd to prepare this Transport Assessment (TA) in support of the planning application for the erection of a McDonald's restaurant with drive thru facilities at Tesco Extra, Wrexham.

12.2 The site forms a part of the Tesco Extra car park which is referred to as the overflow car park. The car park is accessed via an access road from Holt Street Roundabout. The existing car park comprises of 795 public parking spaces including 212 spaces which makes up the overflow section of the car park and 583 spaces within the main car park. The overflow section is gated and closed to customers except during Christmas periods.

12.3 It is concluded that the accident analysis does not indicate any highway safety issues which need to be addressed as part of this planning application.

12.4 It has been demonstrated that there are 2 existing McDonald's restaurants within 10km of the site. There is also a permitted McDonald's restaurant at Plas Coch Retail Park within 5k of the site. The proposed restaurant would therefore act as a second drive thru facility for Wrexham and would also serve Tesco/Retail Park customers.

12.5 The site benefits from a good level of walking, cycling and public transport accessibility commensurate with the adjacent retail use.

12.6 It is proposed to redevelop the site to provide a 377sqm (GEA), 356sqm (GIA) single storey McDonald's Restaurant with side by side drive thru facilities.

12.7 It is proposed to designate 20 car parking spaces within the McDonalds demise, including 2 accessible parking spaces and 2 grill bays for drive thru customers. There would be shared parking with the Tesco Extra car park. There would be 6 cycle parking spaces (3 Sheffield stands) provided for the restaurant located close to the building.

12.8 The total existing Tesco car parking provision (including the overflow car park) is 795 spaces and this would reduce to 719 with the proposal (-76 spaces). The proposed parking within the main car park is currently 583 spaces. It is proposed that there would be 584 spaces (including those within the McDonald's car park) to serve the Tesco and McDonald's which is an increase of one space. The overflow car park for the Tesco which is only occasionally utilized would reduce from 212 to 135 spaces (-107 spaces).

12.9 Vehicle access to the proposed restaurant would be via the Holt Street Roundabout using the existing Access Road which serves the Tesco Extra store. All traffic would exit the car park back onto the Access Road using the existing car park access point. Pedestrians would access the restaurant via the existing footway on the Access Road. It is also proposed to provide a pedestrian link through the Tesco car park.

12.10 Appropriate arrangements are proposed for the servicing of the restaurant using the customer car park.

12.11 The proposal would generate the following inbound traffic:

- Friday AM peak 76 vehicles
- Friday PM peak 103 vehicles
- Saturday peak 105 vehicles

12.12 It is expected that 23% of trips to McDonald's could be expected to be additional trips to the restaurant and 77% would be existing on the road network. It is expected that 13% of trips on a Friday and 37% of trips on a Saturday would be shared trips with the Tesco

12.13 The number of additional trips (including McDelivery) to the network would be;

- Weekday Am Peak 30 vehicles
- Weekday Pm Peak 37 vehicles
- Saturday Peak 34 vehicles

12.14 The proposal would have no material impact on the operation of the surrounding local road network and the proposed traffic could be accommodated.

12.15 Parking would be shared with the Tesco Extra. There would be a total of 584 parking spaces serving the Tesco Extra and the McDonald's (excluding overflow car park). The parking impact has been assessed. During the Friday peak the proposed demand would be 449 vehicles (77%) with 135 spaces available. During the Saturday peak the proposed demand would be 458 spaces (78%) with 126 spaces available. There is therefore sufficient car parking for both the Tesco and the McDonald's.

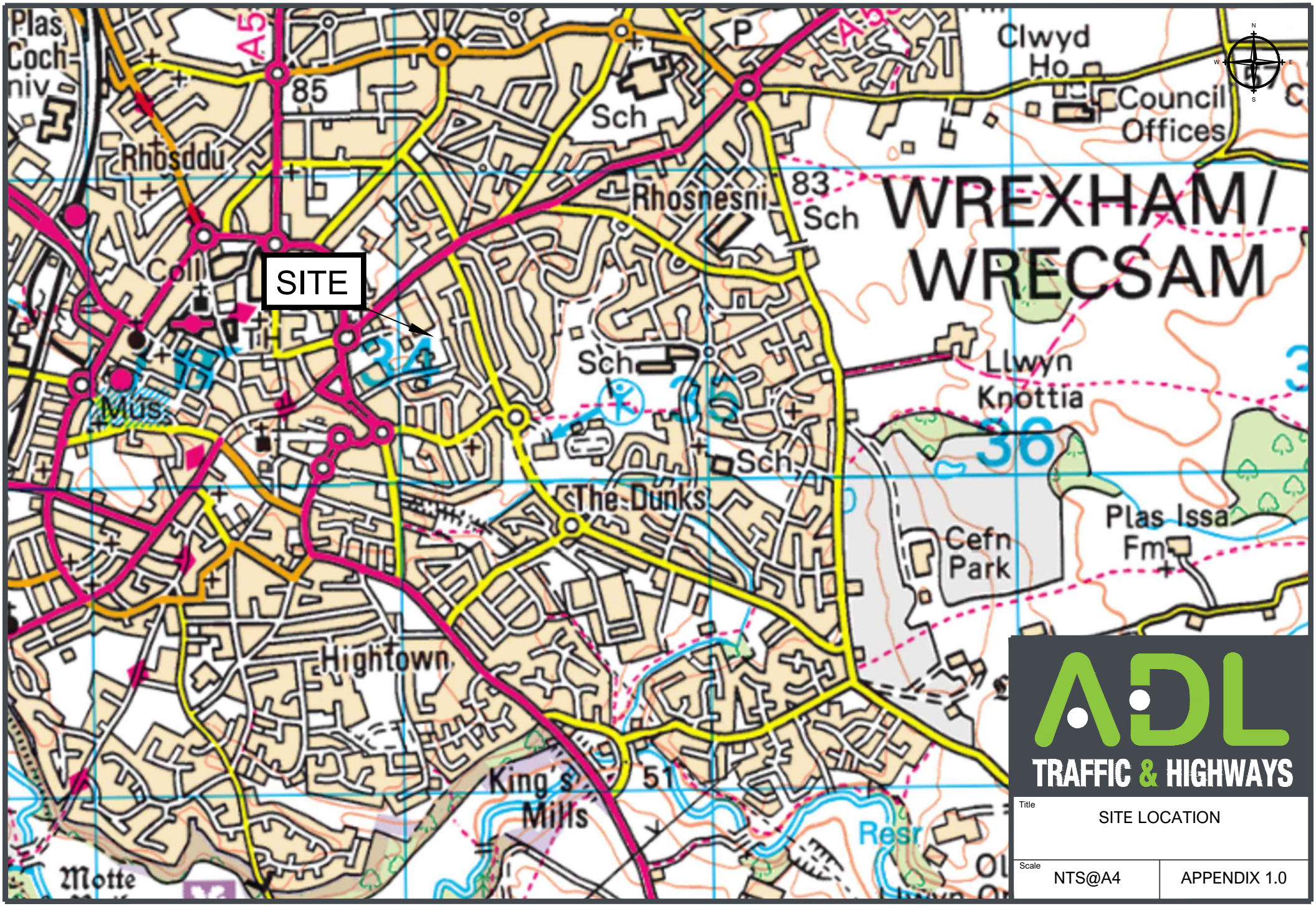
12.16 A Travel Plan and Delivery Management Plan will be submitted with the planning application.

12.17 The proposal accords with the national and local planning policy guidance.

12.18 It is concluded that there are no justifiable, traffic, transportation or highways reasons for refusing this application.

APPENDIX 1.0

SITE LOCATION



ADL
TRAFFIC & HIGHWAYS

Title	
	SITE LOCATION
Scale	
NTS@A4	APPENDIX 1.0

APPENDIX 2.0

SITE AND SURROUNDING AREA

2.1 Site and Surrounding Area
2.2 Adopted Highway

INDICATIVE ONLY FENCED OFF

SITE

OVERFLOW PARKING

FOYER

RETAIL PARK

Border Retail Park

MANLEY ROAD

CRESCENT ROAD

RECYCLING CENTRE

1.8m HIGH WIRE MESH FENCE

SERVICE YARD

DOT COM YARD

TRAILER

TESCO

CYCLES

BUS LANE

SHORT STAY CAR PARK

SET DOWN POINT

ST GEORGES CRESENT

WAR MEMORIAL CLUB F.F.L. 79.250

EXIT LEFT FOR DELIVERY VEHICLES ONLY

CAR WASH

PFS KIOSK

PETROL FILLING STATION

FUEL

FOOTPATH / CYCLEWAY

FARNDON STREET

HOLT ROAD

BOOTHFORD

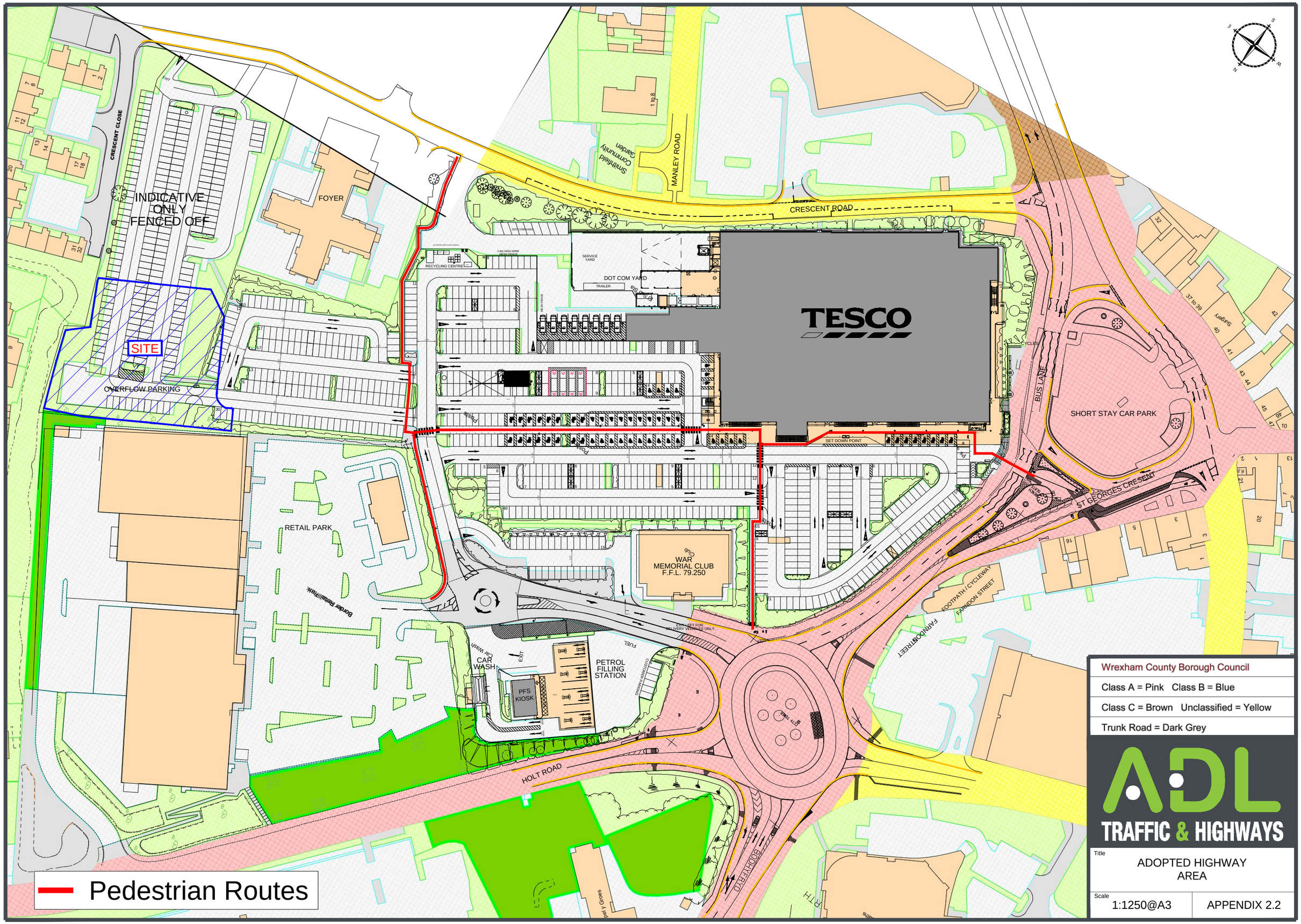
Pedestrian Routes

ADL TRAFFIC & HIGHWAYS

Title: SITE AND SURROUNDING AREA

Scale: 1:1250@A3

APPENDIX 2.1



Wrexham County Borough Council

Class A = Pink Class B = Blue

Class C = Brown Unclassified = Yellow

Trunk Road = Dark Grey

ADL TRAFFIC & HIGHWAYS

Title: ADOPTED HIGHWAY AREA

Scale: 1:1250@A3

APPENDIX 2.2

EXISTING TESCO CAR PARK

INDICATIVE ONLY FENCED OFF

OVERFLOW PARKING

FOYER

RETAIL PARK

Border Retail Park

MANLEY ROAD

CRESCENT ROAD

DOT COM VANS

RECYCLING CENTRE

MESH FENCE

SERVICE YARD

DOT COM YARD

TRAILER

TESCO

CYCLES

BUS LANE

SET DOWN POINT

WAR MEMORIAL CLUB
F.F.L. 79.250

CAR WASH

EXIT

PFS KIOSK

PETROL FILLING STATION

FUEL

CUSTOMER PARKING

EXIT LEFT FOR DELIVERY VEHICLES ONLY

FOOTPATH / CYCLEWAY

FARNDON STREET

HOLT ROAD

SPACES

ZONE	ADL				
	STANDARD	ACCESSIBLE	PARENT AND CHILD	EVCP	CLICK & COLLECT
1	212	0	0	0	0
2	149	0	0	0	0
3	117	31	16	4	4
4	120	0	0	0	0
5	134	0	8	0	0
SUBTOTAL	732	31	24	4	4
TOTAL	795				

ADL TRAFFIC & HIGHWAYS

Title
EXISTING TESCO EXTRA CAR PARK PLAN

Scale
1:1000@A3

APPENDIX 3.0