

Planning Application at Plas Coch:
Additional information for the Highways Authority

INTRODUCTION

1. This Note has been produced in response to comments from the Local Highway Authority (“LHA”) regarding the Transport Statement submitted as part of the planning application for proposed development at Plas Coch Retail Park (Planning Case Number: P/2018/0384).
2. The below provides a response to all comments and provides additional information accordingly.

SERVICE VEHICLE / DELIVERY VEHICLES

3. The comments request information regarding proposed servicing / delivery vehicles. These details are as follows.
4. Deliveries would be made by an 8 metre long ‘rigid vehicle’. Deliveries would occur once a day, every day, and would take approximately 15 minutes to complete. The delivery vehicle would park adjacent to the Site in order service the development. The delivery vehicle’s dimensions would enable cars to drive past when parked, if needed.
5. A swept path analysis of the Site has been undertaken, a copy of which is attached to this Note. This shows the manoeuvres of both an 8 and 10 metre long rigid vehicle, and demonstrates that the manoeuvres can be suitably accommodated by the Site layout.

ADDITIONAL SURVEYS

6. The comments suggest that 12 hour traffic surveys be undertaken over a 7 day period. We would like to discuss the potential scope for these surveys at the earliest opportunity, given that they would need to be undertaken in advance of the school holidays.
7. However, we first provide the following for your consideration, which we suggest may preclude the need for that additional survey work.

Overview

8. The LHA comments state that a development trip impact lower than 5% would be 'not significant'. The application's transport information to date shows a development trip impact of 3% at the junction of the Site access road with the B5101 (i.e. where the development trip impact would be at its greatest). This impact would be lower at all subsequent junctions given that development trips will disperse over the highway network.
9. It should be noted that the above percentage impact is calculated on the basis that all trips to the development would be 'new' trips on the highway network. However, in reality, we expect that almost all custom to the proposed development would come from existing retail park customers, who would be accessing the retail park 'with or without' the proposed development. The percentage impact expected in reality would therefore be lower than 3%.
10. We suggest that the above approach is highly robust in terms of trip impact, more so than adjusting trip rates, and precludes the need for further survey work; particularly given the nature and small scale of the proposed development.
11. The below provides a detailed response to all remaining comments. However, it should be noted that any changes made in response to the below comments would increase the base traffic and reduce the development traffic; the effect of which would reduce the development's percentage impact further.

Trip generation Data

12. The comments request that TRICS data for Coffee Drive-through sites be provided for consideration of the proposed development's trip generation. We were not able to provide that information for the application because the TRICS database does not include any data for Coffee Drive-through sites.

13. We therefore provided TRICS information for Fast-food Drive-through sites as a comparator. These sites are similar in terms of trading patterns to the proposed development, albeit Fast-food sites generate more trips than the proposed development. We have applied this approach to trip generation at multiple development sites to date, and it has been accepted as a suitable and robust approach by the Local Planning Authorities involved.

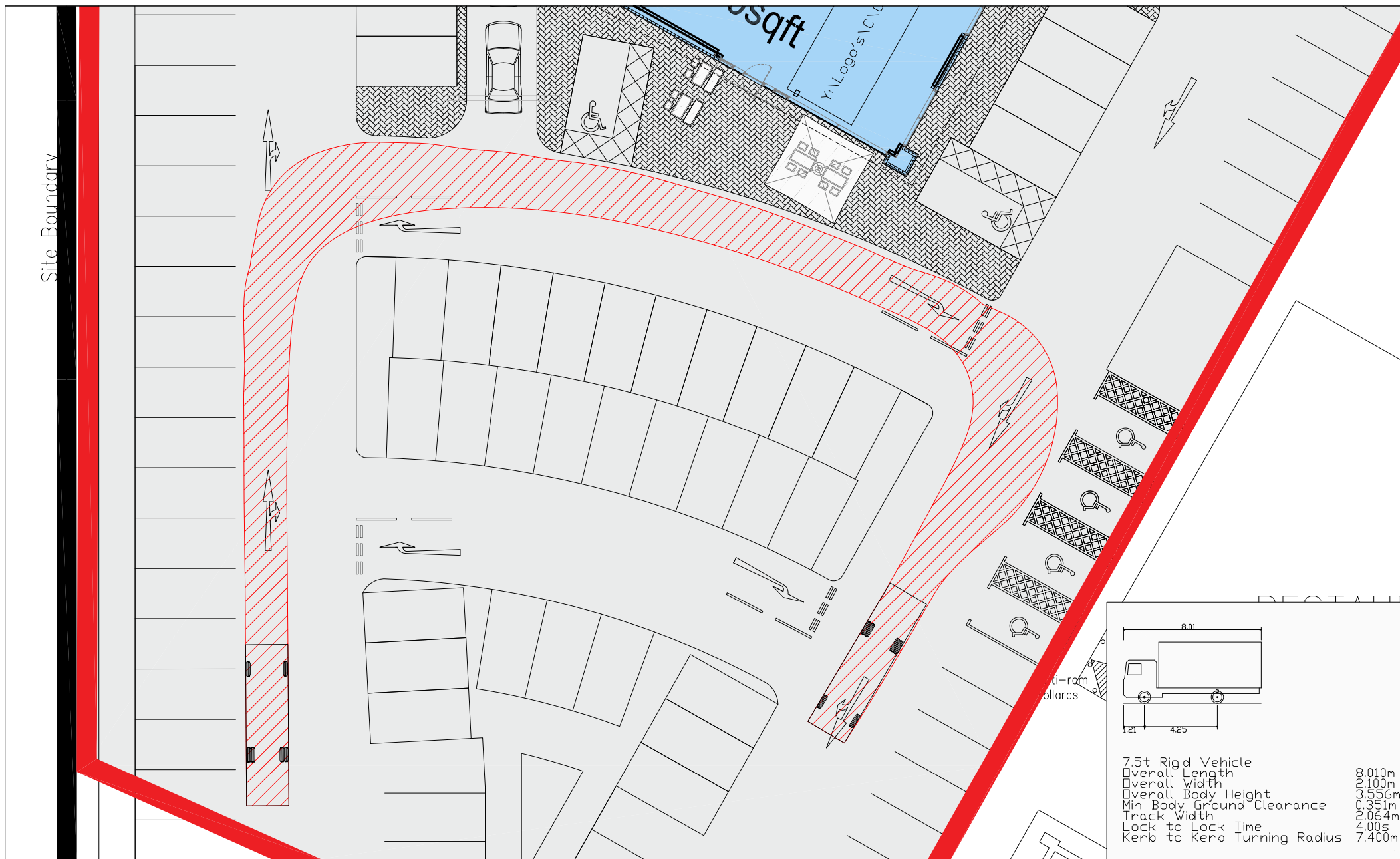
Base Traffic Forecasting

14. The comments query whether growth rates have been applied to the traffic count data; we confirm that Temprow growth factors have been applied to produce an assessment year of 2023.

15. The comments suggest that 15 years traffic growth could be applied to the count data to produce the Base traffic level. We are able to undertake that test if required, however, the resultant increase in base traffic would reduce the percentage impact of the proposed development below the 3% discussed above.

SUMMARY

16. We welcome a discussion of the above at your earliest opportunity, such that we can agree the scope of any further works. We have limited time before the start of school holidays, should any additional survey work be required, and so would be very grateful of a prompt response.



Drawing No.	M17132-A-001	Rev		PLAS COCH RETIAL PARK	
Date	06.07.2018	Rev Date		8M RIGID VEHICLE TRACKIING	
Drawn By	GB	Authorised	JE	Scale	1:250@A4



Drawing No.	M17132-A-001	Rev		PLAS COCH RETIAL PARK	
Date	17.04.2018	Rev Date		10M RIGID VEHICLE TRACKING	
Drawn By	GB	Authorised	JE	Scale	1:250@A4