

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0384 **Your Ref:** SEH/P/2018/0384
Date: 12th June 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 326 516 Plas Coch Retail Park, Plas Coch, Wrexham.

Development: Erection of Drive-Thru Coffee Shop (with associated external seating, retail sales and takeaway) together with parking, landscaping and engineering works and alterations to car park.

I refer to your consultation / email dated 31/05/2018 in respect of the above.

Access

The proposed development site is located on the Plas Coch Retail Park off Plas Coch Road. The existing road network leading to / serving the retail park already suffers from capacity issues during weekday peak times and at the weekend when significant queuing / delays are experienced.

The existing A483 / A541 junction, Plas Coch roundabout(s) and New Road / Stansty Road junction suffer from capacity issues and would not benefit from any significant increase in vehicle movements.

The proposed coffee shop / drive through facility is considered likely to result in an increase in vehicle movements at the existing retail park.

Site Layout

The submitted layout plan (Drg. No. AL(0)003 Rev A) indicates a one-way queuing system at the site which would need to be managed to avoid any operational issues within the existing car park.

Parking Provision

Parking provision at the existing retail park is considered adequate to cater for the existing retail units. However, the recently opened TK Maxx shop appears to have resulted in an increase in parking demand at the site. The DW fitness Centre is also a popular facility as can be seen by the number of vehicles which park at the north western end of the car park.

The proposed development (coffee shop & drive through facility) appears to displace a significant number of existing parking spaces in this area of the car park fronting Frankie & Benny's / DW Fitness Centre resulting in a net loss of 24 existing spaces. This area of the car park would reduce from 292 spaces down to 268 spaces as a result of the development.

Based on LPGN 16 Class A3 Use (ie/ 1 car space per 4m² public floor space), the proposed coffee shop / drive through facility (167m²) would require a maximum of 42 spaces, although it is not clear as to whether the floor area refers to public floor space or gross floor area.

Any loss of existing parking spaces at the retail park in addition to an increased demand for parking spaces by those visiting the café (ie/ non drive through customers) would only put increased pressure on the existing parking spaces.

A parking survey was conducted by the applicant on Saturday 13th January between 11:30 – 14:30 with parking accumulations ranging between 161 – 193. However, I would normally recommend that any parking surveys are carried out on both a Saturday and a Sunday throughout the day during a neutral monitoring period, typically March, Sept / Oct when traffic is not influenced by Winter or school holidays. However, I assume that the period leading up to Christmas is likely to see the greatest parking demand at the retail park and this ideally when a survey should be carried out.

Service / Delivery Vehicles

No details of the size / frequency / timings of delivery / service vehicles visiting the site have been provided and how they will park / turn within the site. **I would recommend that the applicant provides the above information.**

Traffic Generation

The submitted Transport Statement does not include which specifically relates to coffee shops TRICs data. As an alternative, the applicant has submitted sites which relate to existing McDonalds, Burger King and KFC sites. **I would recommend that the applicant provides traffic survey details that replicate what is being proposed.**

A Traffic Survey was carried out by the applicant on Saturday 13th January between 1145 – 12:45.

We would normally require a traffic survey to include the following:-

- Minimum 7 day survey
- 12 hr Monitoring Period: 7am – 7pm
- Neutral Monitoring Periods, typically March, Sept / Oct, when traffic not influenced by Winter or School Holidays.
- Classification of vehicles ie/ cars, HGVs etc.
- Volume of traffic
- Speed of Traffic (85th percentile)

As previously discussed, the retail park is likely to be busiest in the build-up to Christmas ie/ December when maximum queuing is frequently observed in this area.

Table 4 summarizes the ARCADY results and includes RFCs for "Base + Development". The table does not appear to include anticipated RFCs for "Base + Development plus 15 years growth". The applicant will need to confirm whether this analysis includes the anticipated vehicle movements associated with the recently approved 24 bedroom lodge at the Plas Coch PH site.

Table 4 indicates RFCs ranging from 0.16 to 0.87 and queue lengths ranging from 1 to 6 respectively on the southern approach of the B5101 Plas Coch Rd roundabout. These queue lengths do not seem to reflect what is experienced in reality at peak times during the week and weekends where queuing can be significant on the 3 main arms of this roundabout.

I would recommend that the applicant provides relevant traffic generation figures(12 hour monitoring period / minimum 7 day survey) that relate to the proposed development ie/ Drive Thu Coffee Shop not McDonalds, Burger King and KFC sites. I would recommend that a revised traffic survey is carried out over a 12 hour monitoring period / minimum 7 day survey and an Arcady analysis carried out in relation to the AM and PM peak hours on the highway network.

I would, recommend that the applicant provides figures in respect of the anticipated percentage increase in traffic as a result of the development plus 15 years growth. This will indicate whether the resulting increase in traffic will be significant ie/ >5%.

I await the requested information.

Peter Douthwaite

PD Planning Control Manager