

Cerys Jones

From: Sharon Holman
Sent: 14 August 2018 12:03
To: planning_admin
Subject: FW: P/2018/0384 - Drive-thru, Plas Coch

Civ – additional info

From: Jamie Ellis [<mailto:jellis@tthc.co.uk>]
Sent: 14 August 2018 11:59
To: Sharon Holman
Cc: 'Alex Mitchell'
Subject: FW: P/2018/0384 - Drive-thru, Plas Coch

Sharon,

Please find below an update regarding the additional survey data undertaken for the above application.

Car Park Survey Data

We have received the car park accumulation data and undertaken an analysis for comparison against the equivalent data provided in the TA. The results of the new data can be summarised as below:

- The data confirms that the car park was busiest during the Saturday, which is consistent with the approach in our submitted TA;
- The peak Saturday accumulation occurred around midday, which is consistent with the approach in our submitted TA;
- The peak accumulation in the car park accumulation was around 110 vehicles, which was lower than that recorded by our TA survey. The car park therefore had more free parking spaces available than the 161 presented in our submitted TA.

On the above basis, we conclude that the additional survey information has validated the parking information provided in our submitted TA, and supports our conclusions therein; namely that, post-development, the Retail Park's car park would have sufficient spare parking to retain normal operation, including during its periods of peak parking accumulation. It should also be remembered that these TA conclusions are based on an assessment process that assumes a greater level of development trips and parking activity than is expected to occur in reality.

Roundabout Survey Data

We have now received all outstanding data from the recent roundabout survey. In summary, the results of this show that, of the 7 days surveyed:

- The peak traffic throughput of the junction occurred on the Saturday, around midday (which is consistent with our submitted TA);
- The peak traffic throughput of the Retail Park arm of the junction occurred on the Saturday, around midday (which is consistent with the assessment period in our TA);
- The counted volume of traffic passing through the junction during its peak was lower than that counted, and assessed, by our TA; and
- The counted volume of traffic passing through the Retail Park arm of the junction during its peak was lower than that counted, and assessed, by our TA.

On the above basis, we conclude that the additional survey information has validated the assessment approach provided in our submitted TA, and supports our conclusions therein; namely that the addition of trips from the proposed development would have a negligible effect on the roundabout's operation and cannot be considered a material detrimental impact on the operation of the highway network. This is despite assessing the proposed development based onerous conditions, which represent a 'worst case' scenario. The traffic impact of the proposed development is expected to be much lower than this in reality.

I trust that the above is useful, but please do not hesitate to get in touch if there is anything that you would like to discuss, or if you need anything further.

Kind Regards,

Jamie.

Jamie Ellis
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