

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: 16th August 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 15/08/2018 and revised Transport Statement from TTHC in respect of the above.

Parking Provision

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 previously 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, a more recent parking survey was carried out by the applicant on Sat 28th July 2018 and Sun 29th July 2018. This survey indicated a peak parking accumulation of 112 cars on 28th July and 109 cars on the 29th July. This survey suggests that a surplus of 156 spaces would typically be available on a Saturday and 159 spaces on a Sunday.

The proposed development will obviously accommodate a number of customers / vehicles within the drive-thru lane and a proportion of customers who wish to park up and order a drink. It is assumed that a number of customers will make a specific trip to the site eg/ early morning and lunch times and a number of customers will already be on site shopping within the retail park who may wish to use the facility.

Based on the latest submitted survey, it would appear that adequate capacity is available within this area of the car park to accommodate the proposed drive-thru coffee shop. However, I would raise concerns if it was proposed to change the coffee shop to a McDonalds, Burger King, KFC type facility in the future given the busy nature of such developments.

Service / Delivery Vehicles

The applicant has submitted swept path details of an 8m & 10m long rigid HGV which are considered acceptable. However, if the application is supported, I would recommend the submission of a Service and Delivery Management Plan.

Traffic Generation

The use of TRICS information relating to McDonalds, Burger King and KFC sites is not ideal but is accepted in this instance as I understand that no specific alternative information is available. The resultant peak hour TRICS trip rates are detailed below:-

Fast Food Drive-Thru Trip Generation				
	Trip Rates (Per 100sq m)		Trip Generation (167sq m)	
	IN	OUT	IN	OUT
Weekday 12:00-13:00	18.4	17.4	31	29
Saturday 13:00 – 14:00	25.7	27.0	43	45

The above information indicates that peak activity from the proposed development is likely to occur during Saturdays which would coincide with the peak period when considering the wider Retail Park.

Further traffic surveys have been carried out over a 7 day period (date of survey not provided) to determine existing traffic flows over the course of a week. A 7 day access survey of the retail park roundabout was subsequently undertaken which indicated a peak flow of traffic occurring during Saturday, around mid-day. A peak similar to this was also experienced at around 17:00.

I understand that a comparison of the original survey and additional survey results shows that the original surveys recorded the greatest number of vehicle movements through the junction. The junction assessment on the retail park roundabout has therefore been carried out using the traffic movements from the original survey results to provide the “worse-case assessment”.

An ARCADY analysis of the Plas Coch Retail Park Roundabout has been carried out using TEMPRO growth factors to represent a future base year of 2023 with and without development as follows:-

Retail Park Roundabout - ARCADY Results				
	Base Scenario		Base + Development Scenario	
	RFC	Max queue	RFC	Max queue
B5101 North	0.55	1	0.58	1
University	0.16	1	0.19	1
B5101 South	0.85	5	0.87	6
Retail Park	0.53	1	0.56	1

The results indicate that the roundabout is operating within capacity during the future year base scenario peak hour. The results indicate that the proposed development would not have a significant effect on the highway network.

However, the applicant has not provided the raw data from either of the traffic surveys. Could you please ask the applicant to provide this information.

I previously requested a revised traffic survey be carried out over a 12 hour monitoring period / minimum 7 day survey and an Arcady analysis carried out in relation to the effect the proposed development will have on weekday AM and PM peak hours on the highway network. The submitted Transport Statement does not include the above information. Could you please ask the applicant to provide this information

It is not clear from the submitted Transport Statement whether the roundabout analysis takes account of the traffic movements from the proposed 24 bedroom hotel / lodge at the Plas Coch Public house. Could you ask the applicant to confirm / revise the Arcady analysis accordingly taking account of this development.

As the assessment is based on more intensive TRICs data ie/ McDonalds, Burger King, KFCs, it may be considered acceptable to support the proposed coffee shop which is likely to generate less vehicle movements and a reduced parking demand in comparison. **However, I await the requested information.**

However, subject to the submission of the above details and satisfactory assessment, I would have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

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GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

NONSTD

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USE AS DRIVE-THRU COFFEE SHOP ONLY

The premises shall not be used for any purpose within Class A3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or any statutory instrument revoking and re-enacting that Order with or without amendment), other than as a drive-thru coffee shop.

**NONSTD
026R**

SERVICE DELIVERY MANAGEMENT PLAN

No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type of delivery vehicles to be used, management of car parking to facilitate delivery vehicles and staff / visitors has been submitted to and approved in writing by the local planning authority. The SDMP as agreed shall be implemented in accordance with the approved details.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

PP 

Planning Control Manager