

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Sharon Holman
Our Ref:	ET/DC/MM/P/2021/0551	Your Ref:	P/2021/0551
Date:	16 th July 2021		

**Land west of Wrexham Golf Club, Holt Road, Llan y Pwll, Wrexham
Erection of 1 drive through retail unit (Class A1 use) and 1 drive through restaurant (Class A3 use)**

Further to your email / consultation dated 17/06/2021 in respect of the above, I comment as follows:-

Site Access

The development uses the existing north-eastern arm of the A5156/A534/Holt Road/Services roundabout, which is appropriate for the development.

Road Safety

The accident record has been reviewed but the TS does not define the study area considered. It states that two slight accidents were identified on the A5156/A534/Holt Road/Services roundabout and that these do not suggest any issues that would be affected by the development. It is agreed that the accident record at the A5156/A534/Holt Road/Services roundabout does not suggest any issues of concern.

Layout

The General Arrangement plan submitted appears to relate to a previous proposal for the site, but it is assumed that the layout of the neighbouring fuel station reflects the existing situation. It appears that traffic entering and exiting the new development site will follow a one-way system, exiting via a road to the rear of the fuel station, but this is not shown on any plans. There is some concern that safety issues and conflicts could occur if a clear signage and barrier system is not installed, although any impacts are likely to be at low speeds that could cause unpredictable movements to be carried in order for drivers to go about their business elsewhere.

Queuing at drive-thru facilities

The drive thru lanes appear to accommodate a maximum of three vehicles on the approach to the order point, it is therefore likely that at busy times queuing will extend beyond the drive-thru lane.

Access to the restaurant drive thru lane is very close to the site entrance and any queuing will block access to the site for those wishing to use the parking, creating significant queues on the access road. A vehicle queuing in the car park area could also restrict movement for a vehicle wishing to exit parking spaces 40 and 41. It appears that a considerable number of queued vehicles could be accommodated before the petrol filling station or the highway were impacted.

It is likely that some queuing for the coffee drive-thru could be accommodated within the car park without impeding other traffic, although it is not clear whether this is expected or intended. If this is the intention the swept-path analysis should show that it can be safely achieved.

Parking

The provision of 50 parking spaces is within the maximum permitted by the WCBC parking guidelines if both units are A3 use, as they appear to be. The proposed provision of mobility spaces

is above the minimum required. The TS states that the cycle parking provided will meet the minimum seven spaces required by the WCBC parking guidelines. It is noted that in the planning application one unit is classified as A1. If this is the case a lower maximum parking allowance will apply and provision will need to be reduced.

Footways

Footway access to the site has been provided from the services, along the access road and on the repositioned PROW that runs through the site. Zebra crossings have been included to facilitate pedestrian movements. The zebra crossing across the coffee drive-thru lane is further from the junction than would be ideal for pedestrians, but I appreciate has been positioned to avoid the waiting bay.

Swept path analysis

The TS states that swept path analysis has been undertaken for a large car through the drive-thru lane and for a 7.5m box van, which will service the site daily. This analysis is referred to as Appendix 2, but has not been included in the submission.

Access by non-car modes

The TS has assessed the accessibility of the site by walking, cycling and public transport. It is agreed that the site is accessible by walking from the surrounding residential area and a reasonable cycling distance from much of Wrexham town. The opportunity for public transport use is provided by bus stops in the residential area near to the site. As acknowledged in the TS, given the nature of the development these options are more likely to be used by staff than customers.

Development trip generation

Trip generation rates for both units have been taken from TRICS then amended to account for linked and pass-by trips. A 10% reduction has been applied to account for the adjacent fuel station. It is then assumed that 90% of the remaining trips are pass-by trips, as was assumed for the fuel station. Before any reduction the trip rates were reported as 27 arrivals and 23 departures in the AM peak and 51 arrivals and 50 departures in the PM peak. This could be seen as a worst case scenario. The trip generation estimate has been reduced to 2 arrivals and 2 departures in AM peak. 5 arrivals and 5 departures in PM peak.

It is agreed that given the nature of the site many users are likely to passing by, however it is not clear that the proportion would be as high for a restaurant and coffee shop as for a fuel station. It is my opinion that the trips generated may be higher than the final estimate used in the TS. It is however reasonable to assume that the traffic generated will be low and that it will not affect the safety or operation of the highway.

Highway Impacts

A Junctions 9 assessment has been undertaken of the A5156/A534/Holt Road/Services roundabout. This has been done using largely appropriate methodology, but with the very small estimate of generated trips as discussed above.

Baseline traffic data has been taken from the 2016 traffic surveys undertaken for the adjacent service station. This is appropriate given the impact of the Covid-19 pandemic restrictions. Use of the committed development flows identified in the service station TA is also appropriate as 2016 data is used. It is not clear whether the presence of any new committed development emerging since then has been considered. The DfT's TEMPRO software has been used to obtain growth rates from 2016 to the 2021 opening year and 2016 to 2026 future assessment year.

Both new and pass-by trips have been distributed according to the A5156/A534/Holt Road/Services roundabout entry proportions, which is considered appropriate.

The assessment shows that the A5156/A534/Holt Road/Services roundabout is expected to remain within capacity in the 2026 assessment. If a higher estimate of generated trips were used, it is judged that the assessment would still show the roundabout operating within capacity in 2026.

Conclusion

It is possible that the assumptions used to estimate the number of trips generated by the development have produced an estimate that is too low and that the junction assessment based on this may not be robust. However, I would not expect the development to generate sufficient traffic to materially impact the safety or operation of the highway network.

The site is reasonably accessible by active modes and public transport, although given the nature of the development, it is likely to be staff rather than customers who use these options.

The site layout plan provided raises some questions regarding how queueing for the drive-thru facilities will be managed. Any queues are, however, expected to be an internal issue and not to affect the highway. Confirmation is required of how vehicles will enter and exit the site, together with their possible routes once on site. The proposed parking is acceptable if both units are classed as A3 use.

The swept path drawings should be submitted for review. These should account for any expected queuing within the site for the drive-thru facilities. Acceptable vehicle tracking is required before the layout can be deemed acceptable.

A handwritten signature in black ink, appearing to be 'R. K.', is positioned on the left side of the page.

Chief Officer, Environment & Technical