

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Sharon Holman
Our Ref:	ET/DC/MM/P/2019/0919	Your Ref:	P/2019/0919
Date:	22 nd April 2021		

**Land at Argos Car Park, Plas Coch Retail Park, Wrexham LL11 2BW.
Erection of free-standing restaurant with drive thru facility, car parking, landscaping and associated works including customer order displays.**

Further to your email / consultation dated 01/02/2021 in respect of the above, I comment as follows:-

Parking Standards, Layout and Surveys

I am now content that the parking requirement has been adequately assessed and that the proposed number of car parking spaces is broadly in line with the standard set out in LPGN 16. The parking beat surveys have shown that the surrounding retail car parking has some capacity to absorb any additional vehicles at busy times. Parking space dimensions have now been provided on the site layout plan and confirm that the spaces are 2.4m x 4.8m in accordance with LPGN 16.

Traffic Generation

The traffic surveys undertaken on a Friday and Saturday in May cover the likely highest flows during a neutral month. March 2020 survey shows higher traffic flows than May 2019. Comparison with Focus TA (Dec 2019) suggests the March 2020 results are robust. Analysis of other McDonalds restaurant sites supports the estimated traffic generation for Plas Coch and has confirmed that the Chirk McDonalds is not a comparable site.

Glare from Headlight Vehicles / Retaining Wall

The site plan now shows that the site is screened by a 1100mm fence, in addition to vegetation. This is considered adequate to prevent headlight glare affecting highway safety.

Servicing

A Delivery Management Plan has now been submitted and confirms that deliveries and waste removal can be carried out safely and outside of peak hours to avoid disruption to traffic. Vehicle tracking has been provided to confirm that the delivery and refuse vehicles to be used can enter the site, turn and exit in a forward gear. However, it is noted that the delivery vehicles could block access/egress from the disabled parking bays, but this can/will be managed on site.

Committed / Parallel Developments and Off Site Junctions

The second Transport Assessment has assessed the committed development requested and provided additional analysis of the Berse Road Roundabout. The approach of including all committed development but not also including a general Temprow uplift is agreed to be appropriate.

Revised Transport Assessment (Junction Assessments)

The modelled queues have been validated against observed queue length data and are agreed to validate well, in fact in many instances the modelled queue lengths are slightly higher than observed.

The Arcady results show that the Retail Park roundabout has a maximum RFC of 0.86 in 2036 with a queue of 5 vehicles in the Saturday peak when base, committed development and McDonalds traffic are included.

In 2021, Plas Coch roundabout has a maximum RFC of 0.86 with 5 queuing vehicles, in the Saturday peak. In 2036, the Plas Coch roundabout is close to theoretical capacity without the McDonalds development (maximum RFC 0.90) with a queue of 8 vehicles. When the McDonalds trips are included the maximum RFC is 0.95, with queues up to 14 vehicles. However, these would not block back to the Berse Road roundabout.

Berse Road roundabout is shown to be already close to capacity in the peak periods. In 2036 the roundabout reaches capacity and is likely to experience problems. However, the addition of the McDonalds traffic has a negligible impact on the Degree of Saturation and has no impact on queue lengths on most arms. On the worst affected arm queues are increased by only 3 vehicles.

The development traffic is a negligible addition to A483 Junction 5.

The junction modelling has shown that the proposed restaurant will have a negligible impact on the roundabouts. In addition, by 2036 it is likely that Welsh Government improvements to A483 junction 5 and Berse Road roundabout will have taken place.

Pedestrian Crossing Facilities

The applicant was recommended to review the adequacy of the existing pedestrian crossing facilities including a Stage 1 Safety Audit to demonstrate the adequacy of existing facilities close to the proposed site.

A Stage 1 Road Safety Audit of pedestrian crossing facilities in the vicinity of the development site has been undertaken and its recommendations incorporated into the proposed highway improvements where they can be achieved within McDonalds land or adopted highway.

Accident Analysis

Accident analysis has now been provided for the Retail Park Access Roundabout, Plas Coch Roundabout, Berse Road Roundabout and the connecting links between them. There do not appear to be any issues that would be directly exacerbated by the development.

Construction Management Plan

The application states that an updated Construction Traffic Management Plan was to be submitted. Only the plan received December 2019 has been seen, but the updates were expected to be minor.

Summary

The TA has taken a reasonable approach to future traffic forecasts and accounting for committed development as requested. The traffic generation estimates for the restaurant itself have been based on analysis of other comparable restaurants and are considered acceptable.

The traffic assessment has shown that while Berse Road roundabout is already experiencing some congestion, the expected additional traffic relating to the proposed restaurant will have a negligible impact. Plas Coch roundabout is approaching capacity and may experience problems in the modelled future year 2036, but the restaurant will have a negligible impact. The Retail Park roundabout will be approaching capacity by 2036 but again, the impact of the restaurant traffic is small. Previous concerns over the validity of the junction modelling have been addressed by validation with observed queue length data.

I am now content that the proposed car parking provision is appropriate and in accordance with the Wrexham County Borough Parking Standards.

Concerns over headlight glare have been satisfactorily addressed.

The Delivery Management Plan has been provided and addressed all concerns regarding deliveries and waste removal.

A Stage 1 Road Safety Audit has identified where improvements are required to pedestrian crossings and the findings incorporated into the proposal. The highway improvements set out in the Designers Response to the RSA must be undertaken before the restaurant begins trading.

Accident analysis has been undertaken and has confirmed that there are no highway issues that would be directly exacerbated by the development.

Conclusion

All issues relating to the design of the site have been resolved.

There remains some concern that the surrounding road network experiences congestion and that any additional traffic will exacerbate the issues. However, the degree to which the proposed restaurant adds to the congestion is negligible and at peak times it is likely that congestion will deter visitors to the restaurant. In addition, Welsh Government are expected to undertake improvements to the A483 Junction 5 and Berse Road Roundabout which will improve the future year operation of these junctions.

A local issue raised identified concerns over the use of the site as a drive-thru facility on football match day. This can be addressed through a condition that would ban vehicle access, but allow trading to continue for pedestrians as at other McDonald sites in close proximity to football stadia.

Highways Conditions

I recommend the following highways conditions be included in any permission granted:

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan No. 7391_AEW_8104_1004 Rev C

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the
E06N construction of the following has been submitted to and approved in writing
E07N by the Local Planning Authority:

- 1) *Modifications to the access road / splitter island serving the development site.*

The scheme as is approved shall be fully implemented prior to first use of the development.

NONSTD SERVICE DELIVERY MANAGEMENT PLAN

026R 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 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.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

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



Chief Officer, Environment & Technical