

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
FAO: Sharon Holman

Our Ref: ET/DC/P/2019/0919 **Your Ref:** P/2019/0919

Date: 30th January 2020

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 325 513 Land at Argos Car Park, Plas Coch Retail Park, Plas Coch, Wrexham.

Development: Erection of free standing restaurant with drive thru facility, car parking, landscaping and associated works including customer order displays.

I refer to your consultation dated 19/12/2019 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.

I would be unable to support any proposed development that will result in any significant increase in vehicle movements at the Plas Coch Retail Park.

Parking Provision

Parking provision at the existing retail park is considered adequate to cater for the existing retail units in this location ie/ Argos, The Range (incorporating Iceland Food). The existing car park in this location appears to provide a total of 231 spaces which includes 66 spaces in the area proposed for the McDonalds Restaurant.

The proposed development would appear to displace 66 no. existing parking spaces in this area of the car park. The loss of these spaces is considered unacceptable and will leave the existing retail park in this location short of parking provision.

The submitted Transport Assessment includes Table 4A. which indicates the following:-

Land Use	Maximum Parking Standard	Development	Maximum Parking Requirement	Proposed Provision
A1Retail	1 space per 20m ² gfa	5925m ²	296	165
A3 Restaurant	1 car space per 4m ² public floor space	97m ²	24	31
Total			320	196

However, the proposed retail units appear to comprise a gross floor area of approximately 6461m², which is significantly different from the value quoted ie/ 5925m². I assume that the "Iceland" retail unit within the The Range would come under a different A1 use as it sells food. This will attract a different parking demand compared with the suggested LPGN 16 - A1 use. I would recommend that the applicant clarifies the above detail proving the gross floor area and class use of the Iceland store.

Based on a gross floor area of 6461m², even if all the existing retail units were accepted as being A1 Use – 1 car space per 20m² gfa, would equate to the maximum requirement for 323 spaces not 296 spaces as quoted. This would represent a maximum shortfall of 49% compared with LPGN 16 maximum standards.

Based on the submitted plans, the proposed two storey drive-thru McDonalds comprises a total public floor space of approximately 159m², which is significantly different from the value quoted in Table 4A ie/ 97m². Class A3 use requires a maximum of 1 car space per 4m² public floor space which would equate to the maximum requirement for 40 spaces not 24 spaces as quoted. The submitted layout plan (ref: Appendix 7.3) appears to indicate the provision of 31 spaces. However, it is not clear as to whether each 4.8m long space has a minimum clearance of 6m behind for maneuverability. Could you please ask the applicant to annotate this detail on a revised layout plan. The proposed 2 no spaces located on the island feature are not 6m in length and are poorly located. I would recommend that these spaces are deleted. Based on the provision of 29 spaces for the proposed development would represent a maximum shortfall of 28% compared with LPGN 16 maximum standards.

It is common knowledge that food outlets of this nature attract a significant volume of pedestrian and vehicular movements. A similar sized McDonalds restaurant is located off the Halton roundabout further south off the A483 comprising a public floor space of 167m². This opened in 1999. A total of 53 parking spaces were originally provided at the site.

In 2012, McDonalds applied for an extension to the car park to provide a total of 108 parking spaces (ie/ 55 additional spaces) – Planning ref: P/2012/0301 (permission granted 06/06/2012). The submitted Design and Access Statement extension was provided in order to:-

- Ensure that sufficient space is provided within the site and clear of public highways
- Accommodate all vehicles likely to be attracted to or generated by the proposed development
- Minimize dangers to public and highway safety
- Minimize the loss of amenity and convenience likely to be caused by on-street parking.

Although it is accepted that very few customers would visit the Halton site on foot, it is still conveniently located next to the A483 trunk road to attract significant volumes of traffic as will be the case at the Plas Coch Retail Park.

Parking Survey - Halton McDonalds Drive Thru Restaurant

A brief survey was carried out by WCBC staff to get an idea of parking demand at the above McDonalds Drive Thru Restaurant which has a similar public floor space to that proposed at Plas Coch. The survey only covered a number of weekdays as follows:-

Date (Weekday)	Time	Number of Spaces Occupied
15/01/2020	13:37	37
15/01/2020	14:00	44
16/01/2020	14:30	52
17/01/2020	11:35	38
17/01/2020	12:15	42
20/01/2020	14:20	29

Although not surveyed, it is likely that parking demand at the weekend will increase significantly compared with weekdays. Even during the week, the survey indicates times when the car park is occupied by 42 or more vehicles. The maximum LPGN 16 requirement for the Halton site would be 42 parking spaces.

The proposed drive thru at Plas Coch only has potentially 29 spaces compared with the maximum LPGN 16 requirement of 40 spaces. It is not considered that the proposed Plas Coch drive thru will be any less popular than the drive thru at Halton given its proximity to the A483 and the significant catchment area of Wrexham.

LPGN 16 normally requires a minimum 10% of spaces to be provided to mobility standards. Only 2 mobility standard spaces appear to have been provided.

It is therefore considered that the proposed level of parking provision for both the existing retail units and the proposed drive-thru / restaurant is inadequate.

Glare from Vehicle Headlights

The layout of the site is likely to result in customer vehicle headlights shining directly onto the adjoining highway and has the potential to cause glare to drivers on the adjoining highway. I would recommend that the applicant submits further details indicating how this potential issue will be addressed.

Car Parking Survey (Plas Coch Retail Park)

A survey of the existing car park at the site was carried out on a Friday (between 16:00 – 18:45) and on a Saturday (between 11:00 – 14:45). However, it is not clear on which dates these surveys were carried out. I would recommend that the applicant clarifies this detail.

I would have thought that any parking survey would be carried out in the first few weeks of December leading up to Christmas on a Saturday and Sunday when the car park is likely to experience peak occupation.

I would suggest that the applicant also carries out a parking survey at the McDonalds drive-thru in Chirk during the week and on a Saturday and Sunday to assess / compare parking demand with the proposed development site.

Turning Provision

I assume that large delivery vehicles (ie/16.5m HGVs) & refuse wagons will need to service the proposed development site.

The swept path details indicated on submitted plan (Appendix 8.1) indicate the movements of a 16.5m long HGV entering, turning and exiting the site. No swept path details of a refuse vehicle have been provided. I would recommend that the applicant provides this detail.

In order for a 16.5m long HGV to access the development site, I understand that modifications are required to the existing splitter island on the internal access road, widening of the site access and re-location of the internal zebra crossing. The applicant will need to enter into a s.278 agreement with the Council in order to modify the existing splitter island if the application is supported. This detail is indicated on submitted layout plan (Appendix 7.2).

Retaining Wall

Submitted layout plan (Appendix 8.1) appears to indicate a proposed new retaining wall along the eastern boundary of the site. I would recommend that further details are submitted in respect of this wall.

Service and Delivery Management Plan (SDMP)

If the application is supported, I would recommend a condition for a SDMP to ensure that delivery vehicles can only deliver outside of peak hours eg/ early morning before 8am. The submitted plans indicate that 12 parking spaces at the site will need to be coned off (taken out of use) for up to an hour, three times per week in order to accommodate such a delivery vehicle. This detail would need to be included in a suitable SDMP.

Transport Assessment

Committed Development / Traffic Analysis

The submitted TA does not appear to have taken account of any committed developments as follows:-

Planning Ref:	Development
P/2018/9671	Construction of 410 1 / 2 bed apartments, Plas Coch Road, Wrexham.
P/2018/0672	Erection of 197 Student Apartments, Crispin Lane , Wrexham.
P/2018/0357	Extension to Plas Coch Public House (24 Bed Lodge), Plas Coch Retail Park, Wrexham
P/2018/0384	Drive Thru Coffee Shop, Plas Coch Retail Park, Plas Coch, Wrexham.
-----	Proposed 450 new dwellings on Land off Mold Road, Stansty, Wrexham.

I would recommend that any revised Transport Assessment takes these developments into account. The traffic assessment only appears to concentrate on the Plas Coch Retail Park roundabout and the Plas Coch Road roundabout.

Junctions that need to be reviewed as part of this application include :-

- A483 Junction 5
- A541 B and Q Roundabout
- Plas Coch Roundabout
- Plas Coch Retail Park Roundabout
- Junction of Stansty Rd / New Road

Following on from recent capacity assessments by Capita and Mott McDonald the Welsh Government are currently undertaking their own capacity assessments to identify preferred options which will include mitigation proposals for the Stansty development site. Welsh Government are expected to provide feedback on the potential options early in the new year. This is expected to be in the form of a public / stakeholder engagement event similar to that undertaken in the summer. Given the proximity of the site and potential implications for the A483(T), we consider it appropriate for the views of the Welsh Government / NMWTRA to be sought on the proposals. It is therefore difficult to assess the impact of the proposed development until the outcome of the study is known.

Pedestrian Crossing Facilities

The proposed development is likely to attract a significant number of pedestrian movements particularly given the proximity of the Glyndwr University.

I would recommend that the applicant reviews the adequacy of the existing pedestrian crossing facilities including a Stage 1 Safety Audit in order to demonstrate the adequacy of existing facilities in this area to serve such a development.

Having spoken with our Traffic Section, I understand that previous requests for a signalized pedestrian crossing along Plas Coch Road have not been supported given the issue of vehicle queuing.

Accident Analysis

The submitted accident analysis only appears to have reviewed a small study area which includes 6 personal injury accidents occurring between 2014 – 2018. However, I would recommend that the accident analysis extends up to and including the A541 B & Q Roundabout and section of Plas Coch Road between.

Construction Traffic Management Plan

Comments from Traffic Section as follows:-

para 9.1 *"The site is accessed from the Asda Car Park"* – I assume that this is a typing error.

Please ask the applicant to amend this detail.

In conclusion, I would raise significant concerns in respect of the proposed development given the existing capacity issues on the local highway network in the vicinity of the site. Any existing additional vehicle movements from the proposed development will only exacerbate the existing congestion / queuing experienced in this location.

Proposed parking provision at the development site is also a concern. Any shortfall in parking provision is likely to impact on adjoining businesses in the vicinity of the site.

Could you please ask the applicant to address the issues raised above.



Chief Officer, Environment & Technical