MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Dafydd Thomas
Our Ref:	ET/DC/AC/P/2025/0573	**Your Ref:**	P/2025/0573
Date:	24/10/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ERECTION OF A MCDONALD'S RESTAURANT WITH DRIVE-THRU FACILITIES, ASSOCIATED PARKING, ACCESS, LANDSCAPING AND INFRASTRUCTURE WORKS

LOCATION: TESCO EXTRA, CRESCENT ROAD, WREXHAM, LL13 8HF

I refer to your consultation / email in respect of the above.

General

The proposed development comprises the erection of a McDonald's restaurant with drive-thru facilities, located within the northeast corner of the Tesco Extra car park, Crescent Road, Wrexham. The site is currently used as overflow parking for Tesco and is surrounded by retail and residential uses. The proposed restaurant will operate 24 hours a day, 7 days a week, and will include internal seating, drive-thru lanes, and associated infrastructure.

Site Access and Layout

The proposed McDonald's restaurant is located within the northeast corner of the Tesco Extra car park in Wrexham, occupying part of the overflow parking area. Vehicular access to the site will be via the existing Tesco access road, which connects to the Holt Street five-arm roundabout on the A5152. This roundabout provides access to the A5152 (north and south), Holt Street, and the A534 Holt Road, as well as the Tesco access arm. The access arrangements make use of existing infrastructure and are considered appropriate for the scale and nature of the proposed development, with no changes required to the public highway. However, **a Stage 1 Road Safety Audit should be provided to assess pedestrian safety, particularly with increased footfall and vehicle movements associated with the drive-thru.**

The internal layout includes a clockwise drive-thru lane, designated delivery and refuse collection areas, and pedestrian footpaths linking the restaurant to the Tesco car park and adjacent retail park. Pedestrian access is proposed via new footpaths and crossings with tactile paving. The LHA considers the proposed access arrangements acceptable, subject to the implementation of the pedestrian improvements shown on the submitted layout plan.

The internal layout includes a clockwise drive-thru lane, dedicated delivery and refuse collection area, 20 parking spaces (including 2 disabled and 2 grill bays), new pedestrian footpaths and crossings with tactile paving, and retained landscaping and acoustic fencing.

Pedestrian and Cycle Access
The site is well served by pedestrian routes, cycle infrastructure, and public transport, with frequent bus services and nearby rail stations. The proposed cycle parking provision meets minimum standards and supports active travel. Overall, the site is considered accessible by sustainable modes. **To ensure pedestrian safety, a Stage 1 Road Safety Audit should be secured via condition, along with a commitment to maintain pedestrian links and monitor future cycle parking demand via a Travel Plan.**

Personal Accident Analysis
The applicant has provided a review of personal injury accident data obtained from North Wales Police. The study area focused on the Holt Road Roundabout covering a five-year period between 01/12/2018 – 01/03/2020 and 01/09/21 – 30/06/2025 (excluding COVID-affected months) The LHA considers the study area and time period to be acceptable given the scope and type of the development.

A total of three personal injury accidents were recorded, all classified as slight in severity. These included a lane-change collision between two vehicles, a weather-related skid resulting in minor injuries, and a collision involving a pedal cyclist and a car entering a roundabout. No serious or fatal accidents were reported, and no recurring patterns or identifiable safety concerns were observed. Based on this evidence, the LHA considers that the proposed development does not raise any material concerns in relation to highway safety on the immediate network adjacent to the site.

Car Parking Provision
The applicant has stated that there will be 20 dedicated parking spaces, including 2 accessible bays and 2 grill bays for drive-thru customers. This provision is intended to serve both staff and customer demand, with additional reliance on shared use of the wider Tesco Extra car park. **The LHA consider that the 2 grill bays should not be included in the parking numbers as these will not be available for use by all people visiting the site.**

Using Wrexham's Local Planning Guidance Note 16 (LPGN 16), which typically applies a maximum standard of **1 parking space per 4 sqm of public floor area** for Class A5 (hot food takeaway and restaurant uses), the recommended maximum parking provision would be:

92 sqm ÷ 4 sqm per space = 23 spaces)

The shortfall is therefore in the region of 5 spaces. Furthermore, during delivery periods, 7 of the 20 spaces will be coned off for up to 75 minutes, reducing operational capacity to just 13 spaces. However, the LHA do accept that some the Tesco car park can be used for overspill parking when the McDonald's car park is at capacity. **However, no formal agreement has been submitted confirming this. The LHA request that the applicant provide evidence of this agreement is in force.**

Drive Thru Provision
The proposed drive-through lane has a stacking capacity for up to 25 vehicles. To assess the adequacy of this provision, the applicant has submitted queueing data from three comparable McDonald's sites located adjacent to major supermarkets:

- Skelton (adjacent to Asda)
- Wolverton (adjacent to Tesco)
- Kirkby (adjacent to Morrisons)

Survey results indicate that the maximum number of vehicles queuing at the busiest of these locations was Kirkby with a 18 vehicles queuing during peak periods.

The LHA agrees with the applicant's approach in using comparable sites to inform the assessment. Based on the evidence provided, the LHA has no concerns regarding the stacking capacity, subject to the proposed provision of 25 vehicle spaces being delivered as part of the scheme.

Trip Generation

The applicant has adopted a multi-layered methodology to estimate the likely traffic generation associated with the proposed development. This includes:

- First Principles Primary Survey-Based Approach
- TRICS Database Validation

The LHA consider the above methodology to be acceptable.

First Principles Primary Survey-Based Approach

The Applicant undertook traffic counts and customer interview surveys at three existing McDonald's drive-thru restaurants located in:

- Skelton (adjacent to Asda)
- Wolverton (adjacent to Tesco)
- Kirkby (adjacent to Morrisons)

These sites were selected due to their comparable characteristics to the proposed Wrexham site, including proximity to major food stores, similar drive-thru layouts, and comparable population catchments. These sites have been reviewed by the LHA using Google Mapping software and are considered appropriate. The survey data included:

- Vehicle counts during peak hours
- Customer interviews to determine trip purpose and origin/destination
- Transaction data to estimate McDelivery volumes

The average results from these surveys were used to derive trip generation estimates for the Wrexham site. The Trip generation from these surveys are summarised in the table below.

Peak Period	Inbound Trips	Outbound Trips
Friday AM (08:00–09:00)	76	76
Friday PM (17:00–18:00)	103	104
Saturday (13:00–14:00)	105	110

TRICS Database Validation

To validate the survey-based estimates, the applicant also reviewed the TRICS v7.11.1 database for urban drive-thru restaurant sites. TRICS is recognized as the industry standard approach as is deemed appropriate. The results of the validation exercise are shown below.

Peak Period	First Principles	TRICS	First Principles	TRICS
Friday AM (08:00–09:00)	76	49	76	49
Friday PM (17:00–18:00)	103	76	104	76
Saturday (13:00–14:00)	105	78	110	98

The above table shows that the TRICS-derived trip rates were consistently lower than the survey-based figures, confirming that the trip rates derived from the first approach by the applicant to be appropriate.

Trip Type Classification

To refine the traffic impact assessment, the applicant categorised trips into four types based on customer behaviour, derived from the interview surveys at the comparative sites:

- **Additional Trips** - These are new trips made solely to visit McDonald's, where the origin and destination are the same (e.g., Home → McDonald's → Home). These represent new vehicle movements on the network. Based on survey data, 23% of trips on both Friday and Saturday were classified as additional. This includes McDelivery drivers, whose movements are also considered new to the local network.

- **Diverted Trips:** These are trips where drivers alter their route to include a visit to McDonald's but would have been on the network regardless (e.g., Work → McDonald's → Home). These are considered existing trips and do not add new demand to the network.

- **Pass-By Trips:** Opportunistic visits made by drivers already passing the site. These are also considered existing trips and are grouped with diverted trips in the assessment.
- **Shared Trips:** These are trips where the visit to McDonald's is combined with a visit to another destination, such as Tesco. These are also existing trips and are particularly relevant for assessing parking demand.

The breakdown of trip types calculated by the applicant is as follows:

Trip Type	Friday (%)	Saturday (%)
Additional Trips	23%	23%
Existing Trips	64%	40%
Shared Trips	13%	37%

McDelivery drivers have been considered by the applicant as additional trips, but only new to the local network immediately adjacent to the site. This is reasonable given that these drivers are likely to already be active in the area and likely visit multiple restaurants.

Based on the analysis contained in the Transport Assessment, the breakdown of trips by type and peak period is shown below:

Trip Type	Weekday AM	Weekday PM	Saturday Peak
McDelivery	16 in / 16 out	17 in / 17 out	13 in / 13 out
Customer Additional	14 in / 14 out	20 in / 20 out	21 in / 22 out
Diverted/Pass-by	38 in / 38 out	55 in / 56 out	37 in / 39 out
Shared Trips	8 in / 8 out	11 in / 11 out	34 in / 36 out
Total	**76 / 76**	**103 / 104**	**105 / 110**

The LHA has reviewed the methodology used in the assessment and consider this to be appropriate for the scale, location and type of this particular development.

Trip Distribution and Assignment
The methodology adopted by applicant to distribute and assign the trips across the local highway network used 2024 surveyed traffic flows, which were factored to 2026 (the proposed year of opening) using TEMPro 8.1 and National Trip End Model (NTM) growth rates. The distribution of trips have been based on the following:

- **Additional Trips** (New trips made solely to visit McDonald's) - additional trips have been assumed by the applicant to originate primarily from the northeastern part of Wrexham. The rationale for this is that there are existing McDonald's restaurants already serving the town centre.
- **Existing Trips** (diverted or pass-by trips already present on the network) – used proportional flow volumes on each arm of the Holt Street Roundabout, which serves the Tesco Ext
- **Shared Trips** – trips combined with visits to Tesco or adjacent retail.

The LHA considers the applicant's approach to trip distribution reasonable. However, it is noted that no specific evidence has been provided to substantiate the proposed distribution of additional trips. Notwithstanding this, the LHA is of the view that, given the scale of the development and the relatively low number of new trips generated, any changes to the assumed distribution are unlikely to have a material impact on the operational capacity assessments.

Traffic Impact Assessment
The traffic impact of the proposed McDonald's restaurant at the Tesco Extra car park in Wrexham was assessed using ARCADY modelling via Junctions 10 software. Two key junctions were

analysed: the Holt Street Roundabout and the Tesco/Border Retail Park Roundabout. The modelling considered future year scenarios for 2026 and 2036, focusing on Friday AM and PM peaks as well as Saturday peak hours.
The following scenarios have been tested:

- 2026 Base (2024 survey flows + TEMPRO growth)
- 2026 Base (2024 survey flows + TEMPRO growth) + Development traffic
- 2031 Base (2024 survey flows + TEMPRO growth)
- 2031 Base (2024 survey flows + TEMPRO growth) + Development traffic
- 2036 Base (2024 survey flows + TEMPRO growth)
- 2036 Base (2024 survey flows + TEMPRO growth) + Development traffic

The background growth was added using TEMPro 8.1 and National Trip End Model (NTM**). The LHA request that the TEMPRO outputs be provided for review to ensure that no alternative assumptions were applied.**

The LHA has reviewed the modelling outputs and consider that the model coding and flow profiles are appropriate.

Holt Street Roundabout and the Tesco/Border Retail Park Roundabout
The junction capacity assessment confirmed that the junction would operate with a maximum RFC of 0.75 and with a estimate queue of 3. This level of operation would be within the acceptable capacity limits at the junction.

Tesco/Border Retail Park Roundabout
While the applicant has assessed the Tesco/Border Retail Park Roundabout using 2026 traffic scenarios, the rationale provided, **that traffic flows are unlikely to change significantly in the future is not accepted by the LHA**. The LHA highlights that Wrexham is subject to considerable planned growth, including large housing and employment allocations to the north and east of the town. These developments are likely to generate additional traffic, particularly trips to and from the nearby business park. Given this context, the LHA considers it essential that the applicant extends the assessment horizon to 2036 to ensure completeness and robustness. This is especially important in light of the 2026 modelling results, which already show the junction operating with a ratio of flow to capacity (RFC) of 0.75 and a queue of three vehicles on the access road during the Saturday peak. Without future year testing, the long-term operational performance of the junction remains uncertain.

The applicant should update the junction capacity assessments to include 2031 and 2036 scenarios.

Car Parking Assessment
The proposed development will result in a reduction of 47 car parking spaces within the existing Tesco car park. These spaces are located in the overflow area, which is gated and typically inaccessible for most of the year.

The Transport Assessment evaluates the impact of this reduction on overall parking provision. The applicant asserts that the loss of spaces will not adversely affect capacity, citing observational data and spare capacity during peak periods. Their findings are summarised in the table below:

Scenario	Total Spaces Available	Peak Demand Observed	Spare Capacity (Spaces)	Spare Capacity (%)
Existing (Pre-Development)	611	437	174	28.48%
Proposed (post-development)	564	437	127	22.52%

The data suggests that even after the reduction, the site would retain 127 spare spaces during peak demand, equating to 22.52% spare capacity, compared to 28.48% under existing conditions. The

applicant considers this sufficient to accommodate both existing retail activity and the new development.

However, the assessment does not include a parking accumulation study or seasonal peak modelling or stress testing. It relies solely on snapshot survey data, and the applicant has not provided the raw data for review. This limits the robustness of the conclusions drawn.+

To ensure a thorough evaluation, the LHA recommends that the applicant undertake a full parking demand assessment, including:

- Weekday and weekend peak accumulation modelling
- Comparative analysis of scenarios with and without the proposed development

All raw survey data should be submitted to the LHA for review.

Travel Plan

The LHA has reviewed the submitted Travel Plan for the proposed McDonald's restaurant at Tesco Extra, Wrexham, and welcomes the approach taken to promote sustainable travel.

The proposed measures to support walking and cycling are appropriate and reflect the site's strong pedestrian and cycle infrastructure. The inclusion of cycle parking and staff discounts at cycle retailers is particularly welcomed. Given the positive staff attitudes towards cycling, consideration could be given to expanding cycle parking provision if demand increases post-occupation (to be determined via regular surveys).

Public transport accessibility is good, with frequent bus services and proximity to Wrexham Central Station. The integration of public transport information into staff induction materials is a positive step. The informal car sharing scheme is suitable for the scale of the operation and should be actively promoted by the Travel Plan Co-ordinator.

The monitoring framework is appropriate, and the interim targets are clear along with the review timetable. Annual reporting and engagement with the Council is required.

In conclusion, the LHA supports the Travel Plan and recommends its approval, subject to the implementation of the proposed measures and ongoing monitoring which should be conditioned.

Delivery Management Plan

The applicant has submitted a Delivery Management Plan (DMP) which details how the site will be serviced. While the plan outlines a servicing strategy based on McDonald's national experience, it lacks sufficient site-specific operational detail and raises several concerns regarding car park management, accessibility, and delivery logistics.

Servicing and Deliveries

The proposal involves deliveries using an 11.1m rigid vehicle, scheduled three to five times per week during a four-hour window between 20:00 and 08:00. Deliveries are to be undertaken from within the customer car park, with seven spaces coned off to facilitate unloading and manoeuvring However, the DMP does not provide a robust or enforceable protocol for how these spaces will be secured prior to vehicle arrival, nor does it address potential conflicts with customer parking demand or vehicle movements.

Additionally, the plan relies heavily on manual cone placement and informal staff oversight, which is not considered sufficient to guarantee consistent and safe operations. There is no mention of physical barriers, signage, or enforcement mechanisms to ensure compliance with the delivery schedule or protect pedestrian safety during vehicle movements.

A significant concern is the impact on access to the two disabled bays. The delivery area overlaps with the location of these, which will result in these being unavailable during delivery periods. This is unacceptable and contrary to inclusive design principles. The DMP fails to propose any mitigation,

such as temporary alternative bays or signage, to ensure continued access for disabled users during servicing operations.

Of further concern is the potential for pedestrian conflict at the walkway that runs adjacent to the five central car parking spaces. The submitted tracking diagrams show that delivery vehicles will need to cross this pedestrian route when manoeuvring into position. The DMP does not address how pedestrian movements will be managed during these manoeuvres, nor does it propose any temporary segregation, signage, or marshalling to mitigate the risk of conflict. Given the shared nature of the car park and the likelihood of pedestrian activity, particularly during evening hours, this omission presents a safety risk that must be addressed.

Moreover, the plan indicates that goods will be trollied from the delivery vehicle to the restaurant via the pedestrian footway. This raises further concerns about pedestrian conflict and obstruction, especially during periods of higher footfall. The DMP does not provide any detail on how these movements will be managed to ensure pedestrian safety and maintain clear access routes. The use of the footway for loading purposes should be reconsidered or subject to strict management protocols to avoid disruption and risk to pedestrians.

It should be noted that the submitted Transport Assessment states in paragraph 4.56 that:

“The goods are typically delivered by articulated lorry, 16.6m in length but smaller 11.1m rigid delivery vehicles are available where necessary. It is proposed that this site would be services by an 11.1m rigid delivery vehicle only.”

The LHA questions the reference to a 16.6m articulated lorry in the Transport Assessment, as the swept path analysis provided only supports access for an 11.1m rigid vehicle. A 16.6m vehicle would be unable to manoeuvre safely within the site and would likely result in unacceptable safety risks, particularly in relation to pedestrian conflict. Confirmation of this is therefore required.

Refuse Collection Arrangements
The DMP outlines that refuse collection will be undertaken by a private contractor using a 9.6m refuse vehicle, scheduled three times per week during off-peak hours (between 20:00 and 08:00). While the timing of collections is appropriate to minimise disruption to the wider car park and highway network, there are concerns regarding the operational detail and safety of the proposed arrangements.

Refuse is to be collected from the customer car park, with bins wheeled from the rear corral of the restaurant to the vehicle by operatives. However, the plan does not provide sufficient clarity on how these movements will be managed in relation to pedestrian activity, particularly given the shared nature of the car park and the presence of pedestrian routes. The refuse vehicle will need to manoeuvre within the same area used by customers and staff, and the absence of defined segregation or marshalling arrangements raises concerns about potential conflict.
The tracking analysis provided shows the refuse vehicle accessing and exiting the site in close proximity to pedestrian walkways and parking bays. There is no indication of how pedestrian safety will be maintained during these manoeuvres, nor any commitment to temporary barriers, signage, or staff oversight during collection periods.

The plan also lacks detail on contingency arrangements should the refuse vehicle be unable to access the designated area due to parked vehicles or other obstructions. Given the frequency of collections and the reliance on shared infrastructure, a more robust and enforceable refuse management strategy is required.

Recommendations
Given these concerns, the LHA recommends that the applicant be required to submit a revised Delivery and Servicing Management Plan prior to commencement of development, which must include:

- A formalised car park management protocol with contingency arrangements.
- Mitigation measures to ensure disabled bays remain accessible or are suitably relocated.

- Enhanced pedestrian safety measures during deliveries, particularly at the walkway crossing the central car park and along the footway used for loading.
- Monitoring and enforcement mechanisms to ensure compliance.

To mitigate the impact of servicing on the car park operations and to ensure safe access is maintained, the following condition should be attached to any planning consent:

"All servicing and deliveries to the McDonald's restaurant shall be undertaken only during off-peak hours, defined as between 20:00 and 08:00, Monday to Sunday. No deliveries shall take place outside of these hours unless otherwise agreed in writing by the Local Planning Authority. A Delivery and Servicing Management Plan detailing the timing, location, and operational procedures for deliveries shall be submitted to and approved by the Local Planning Authority prior to first use of the restaurant and shall be implemented in full thereafter.

Summary
The LHA has reviewed the proposed development for a McDonald's restaurant with drive-thru facilities at Tesco Extra, Crescent Road, Wrexham.
Key points include:

- **Access and Layout**: Vehicular access via the existing Tesco road is acceptable. Pedestrian improvements must be delivered as shown. A Stage 1 Road Safety Audit is required to assess pedestrian safety.
- **Parking Provision**: The proposed 20 spaces fall short of the recommended 23 under LPGN 16. Grill bays should be excluded from the count. Evidence of a formal overspill parking agreement with Tesco is required.
- **Parking Accumulation**: The applicant's assessment relies on snapshot survey data and does not include weekday/weekend peak accumulation modelling or seasonal stress testing. Raw survey data has not been submitted. A full parking demand assessment is required to validate the conclusions.
- **Drive-Thru and Trip Generation**: Stacking capacity for 25 vehicles is acceptable. Trip generation methodology using surveys and TRICS database is appropriate. Approximately 23% of trips are new to the network.
- **Traffic Impact**: Modelling shows acceptable junction performance for 2026. However, the LHA requires the assessment horizon to be extended to 2031 and 2036 due to planned growth in Wrexham. TEMPRO outputs must be submitted to confirm assumptions used in traffic forecasting.
- **Delivery and Servicing**: The submitted Delivery Management Plan lacks sufficient operational detail and raises safety concerns, particularly regarding disabled bay access and pedestrian conflict. A revised plan must be submitted and approved prior to first use.
- **Refuse Collection**: Safety concerns exist due to shared pedestrian/car park space. A more robust refuse management strategy is required.
- **Travel Plan**: Supported by the LHA, subject to implementation of proposed measures, ongoing monitoring, and annual reporting.

Conclusion:
The LHA cannot currently support the proposed development until resolution of outstanding issues, including:

- Submission of a revised Delivery and Servicing Management Plan.
- Extended traffic modelling at the Tesco Access / Border Retail Park Roundabout to 2031 and 2036.
- Provision of TEMPRO outputs and raw parking survey data.
- Completion of a full parking accumulation study.
- Formal agreement for shared parking with Tesco.

Until the above outstanding issues have been rectified, the LHA cannot support the development proposals.

KWEdwards
Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.