MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/AC/P/2025/0573	**Your Ref:**	P/2025/0573 Response 2
Date:	06/05/2026		

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

This consultation response has been prepared by the Local Highway Authority (LHA) following the submission of additional information by the Applicant in support of planning application P/2025/0573 for the erection of a McDonald's restaurant with drive-thru facilities at Tesco Extra, Crescent Road, Wrexham.

The LHA previously provided a formal consultation response dated 24 October 2025, which reviewed the submitted Transport Assessment, Travel Plan and Delivery Management Plan and identified a number of outstanding matters requiring clarification or further supporting information. These matters principally related to highway safety, parking provision and accumulation, traffic impact, and servicing.

In response to the above, the Applicant has submitted additional technical information, including a Traffic Note, further supporting analysis, and a Stage 1 Road Safety Audit (RSA) with accompanying Designer's Response. This submission seeks to address the issues raised by the LHA.

The LHA has reviewed the additional information provided, including the updated assessments and supporting technical evidence, in the context of the original submission documentation. This response sets out the LHA's further comments and provides an updated position on the acceptability of the development proposals from a highway and transportation perspective.

Stage 1 Road Safety Audit and Designer's Response
A Stage 1 Road Safety Audit (RSA) has been undertaken in response to the LHA previous consultation.

The RSA identified a number of highway safety matters, principally relating to pedestrian visibility at the existing zebra crossing, continuity of pedestrian crossing provision, potential pedestrian, vehicle conflict, and lighting levels at crossing locations.

A Designer's Response has been submitted which addresses the issues raised within the RSA including updated plans and lighting details.

The Local Highway Authority is satisfied that the matters identified within the RSA have been appropriately addressed or can be addressed at the stage of the design process.

Parking Provision and Accumulation
The Local Highway Authority previously raised a number of concerns relating to car parking provision and assessment. These are addressed below.

Parking Quantum and Grill Bays
The LHA previously advised that the proposed provision of 20 spaces (including 2 grill bays) fell below the recommended maximum of 23 spaces set out in LPGN 16, and that grill bays should not be included within the overall parking total

The Applicant has confirmed the parking provision and clarified the role of grill bays within the operational layout

Notwithstanding the numerical shortfall, the LHA is satisfied that the location of the development within the Tesco car park and the availability of shared parking means that the overall parking provision is acceptable.

Parking Survey Data
The LHA previously requested submission of raw parking survey data to support the assessment. The Applicant has now provided the full 2024 parking survey data for both weekday and weekend The data indicate a peak observed parking demand on a Friday of 428 vehicles and on a Saturday of 437 vehicles.

Existing Parking Provision
The LHA previously raised concerns regarding the level of parking provision, the treatment of grill bays, the reliance on shared use of the Tesco car park, and the absence of a robust parking accumulation assessment supported by raw survey data

The proposed development provides a total of 20 spaces, including 2 disabled bays and 2 grill bays. In accordance with LPGN 16, the recommended maximum parking provision for the development is 23 spaces, resulting in a shortfall of approximately 5 spaces when grill bays are excluded.

Parking Accumulation and Assessment
The LHA previously requested a more robust parking assessment, including accumulation across the survey period and consideration of combined Tesco and McDonald's demand

The Applicant has provided an updated parking assessment which incorporates the proposed development into the observed survey data. The updated parking assessment has accounted for the proposed development which has been synthesised using the trip generation figures set out in the Applicants initial Transport Assessment. The assessment indicates:

- A peak Friday demand of approximately 442 vehicles (76% occupancy) with 142 spaces available; and
- A peak Saturday demand of approximately 455 vehicles (78% occupancy) with 129 spaces available

This analysis excludes the additional 135 overflow spaces located to the east of site. Should these additional spaces be required then there would be a total of up to 261 and 246 spaces during the peak periods on a Friday and Saturday respectively.

The LHA considers that this approach provides a reasonable and robust assessment of parking demand and demonstrates that sufficient spare capacity would remain within the Tesco car park. This matter is therefore considered to be resolved.

Shared Parking Arrangement
The LHA previously requested evidence of a formal agreement to allow shared use of the Tesco car park to support the development. The Applicant has confirmed that the development forms part of the Tesco site and has set out the expected level of shared and linked trips.

However, no formal written agreement has been submitted to demonstrate that the shared parking arrangement is secured. Notwithstanding this, the LHA recognises that the development is located within the Tesco car park and that sufficient overall capacity exists. On this basis, the absence of a formal agreement is not considered to result in a material highway concern. The LHA therefore consider this matter to be resolved.

Traffic Impact Assessment and TEMPRO Growth
The LHA previously raised several concerns relating to the submitted junction modelling, growth assumptions, and supporting data. These are addressed below.

TEMPRO Growth Assumptions
The LHA previously requested that the TEMPRO outputs used to derive background traffic growth be provided for review, to confirm the assumptions applied within the modelling.

The Applicant has confirmed that TEMPRO 8.1 and National Trip End Model (NTM) growth factors have been used to forecast traffic flows within the assessment years. On review of the submitted information, the LHA is satisfied that appropriate growth factors have been applied in line with standard industry practice.

This matter is therefore considered to be resolved.

Junction Modelling and Assessment Scenarios
The Applicant has provided additional information within Section 5.0 of their submission in response to the Local Highway Authority's previous concerns regarding the treatment of background traffic growth at the Tesco / Border Retail Park Roundabout.

In its original consultation response, the LHA highlighted that the assessment did not sufficiently consider the potential impact of future year traffic growth, particularly in light of committed and allocated residential and employment development within Wrexham. The LHA therefore requested that the assessment be extended and that the robustness of background growth assumptions be demonstrated

Section 5.0 of the Applicant's submission seeks to address these concerns by providing further justification regarding the likely scale and distribution of future traffic growth and its relationship to the operation of the Tesco internal roundabout.

In particular, the Applicant has set out a reasoned position that standard TEMPro-derived growth rates are not fully representative of traffic conditions at this location, noting that such growth factors reflect all trip purposes, whereas traffic through the Tesco access is largely driven by retail trips. The Applicant also identifies that the presence of multiple alternative retail destinations within Wrexham, alongside the continued growth in online shopping and delivery services, is likely to distribute future demand more widely and limit increases in trips associated specifically with the Tesco site.

Furthermore, the Applicant has reviewed relevant committed and emerging developments within the Wrexham area and demonstrates that these would be expected to generate only limited additional traffic movements through the Tesco access, with many trips either directed elsewhere on the network or associated with non-retail purposes. This is supported by survey data indicating that peak period traffic at the Tesco access has remained broadly consistent over recent years.

The LHA has reviewed the additional information provided and accepts that, although background traffic growth will occur over time, such growth is not solely attributable to the proposed development and is unlikely to materially influence the operation of the junction in the context of this scheme.

Notwithstanding the LHA's earlier request for extended future year modelling, it is acknowledged that the submitted 2026 'with development' scenario indicates that the junction would continue to operate within acceptable capacity limits, with a maximum RFC of approximately 0.75 and limited queueing on the Tesco access

Taking into account the scale and nature of the proposed development, together with the additional clarification provided by the Applicant, the LHA is satisfied that the development would not give rise to a severe residual cumulative impact on the local highway network.

This matter is therefore considered to be resolved.

Trip Generation and Distribution
No clarification was requested from the LHA regarding the trip generation or distribution.

Overall Traffic Impact Conclusion
The LHA is satisfied that the additional information submitted addresses the concerns raised in the original consultation in relation to traffic modelling and growth assumptions.

Delivery Management Plan and Servicing Management Plan

Delivery Management Plan
The Local Highway Authority has reviewed the additional information provided by the Applicant in respect of the Delivery Management Plan and associated servicing arrangements.
The revised submissions provide sufficient clarification in relation to operational procedures, including the restriction to appropriately sized vehicles, the use of off-peak servicing periods, and the implementation of on-site staff management to control vehicle movements and pedestrian interaction.

On this basis, the LHA is satisfied that deliveries and refuse collection can be undertaken safely and in a controlled manner, without unacceptable impact on pedestrian safety, parking availability, or the operation of the surrounding highway network.

This matter is therefore considered to be resolved, subject to the imposition of an appropriately worded planning condition to secure the Delivery and Servicing Management Plan.

Overall Conclusion

The LHA is satisfied that the additional information submitted has addressed the outstanding matters raised within the original consultation response. The LHA therefore do not raise any objection to the application subject to the standard conditions.



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.