

MEMORANDUM



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

Our Ref: ET/DC/P/2020/0200 **Your Ref:** P/2020/0200

Date: 28th July 2020

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 340 507 Asda Superstore, Holt Road, Bodhyfryd, Wrexham.
Development: Development of 1 no. Drive Thru Unit and Associated Works.

I refer to your email / consultation dated 23/07/2020 including email from Dynamic Transport Planning dated 21/07/2020 in respect of the above.

Existing Access

The proposed development site is accessed off the Asda / Bodhyfryd roundabout which is a busy, classified road subject to a 20mph speed limit.

The existing access currently provides access to the Asda Superstore and already accommodates a significant number of daily vehicle movements.

Swept Paths - HGVs

I understand that the proposed development will be serviced by 7.9m long refuse vehicles and 8m box vans.. The submitted swept path analysis details appear confusing. The revised swept path plan (Drg. No. DTP/3703319-10/ATR001 Rev B) appears to indicate a refuse vehicle entering the drive thru facility without encroaching over 2 of the existing parking spaces as previously shown. I assume that any waste / recycling will be loaded at this point. It would appear that the refuse vehicle and delivery vehicle would still have to exit out of the one way system against the flow of traffic in this location. However, this issue is a private internal access issue and is unlikely to impact on the adopted highway.

Layout

I would normally raise concerns regarding the internal access serving the drive-thru facility. The proposed ordering point appears to allow little room for cars to queue without encroaching onto the existing pedestrian crossing and onto the access road serving the main Asda car park. This may well cause backing up issues onto the internal road system serving Asda car park and increase the risk of vehicle / pedestrian conflict. The existing footway / cycleway link on the western side of the drive thru facility would exit across the main exit to the drive thru facility which could result in safety issues / vehicle conflict. However, these issues are private internal access issues and are unlikely to impact on the adopted highway.

Service & Delivery Management Plan (SDMP)

If the application is supported, an appropriate SDMP could be requested which includes details stating that any delivery vehicles will service the site outside of peak hours of the facility and existing supermarket detailing frequency of deliveries and how deliveries will be staggered. The applicant agrees that a suitable SDMP would be of benefit.

Traffic Generation

The submitted Technical Note includes TRICS information for week-days and Saturdays relating to fast food retail units ie/ McDonalds & KFC. I would not consider the submitted information to be representative of a drive thru coffee facility with the KFC / McDonalds type facility being considerably busier in terms of traffic generation and also attracting more new specific trips. TRICS now have a Coffee Shop Drive Thru sub category. However, I assume that alternative information has been provided as there may not have been coffee drive thru data available from TRICS at the time of the assessment. **I would recommend that if the application is supported, any permitted A3 use is limited to the specific coffee drive thru facility proposed and not general Class A3 use.** The applicant is happy for the facility to be controlled by such a condition.

Parking & Turning Provision

The submitted layout plan (Drg No. DTP/3703319-10/ATR001 Rev A) appears to indicate a combined café / drive through coffee shop comprising of 200m² gfa. I understand that the net public floor space is 110m². The proposed development would come under LPGN 16 – Class A3 Use which requires a maximum of 1 car space per 4m² public floor space. This would equate to the **maximum requirement of 28 spaces**. The drive thru coffee shop only appears to provide 7 spaces.

The submitted Technical Note states that the Asda store currently has a gross floor area of 7500m². It is also stated that there are approximately 490 car parking spaces available in the Asda car park. It is stated that the development will result in the loss of 62 spaces following the provision of 7 new spaces leaving the site with 428 car parking spaces. Evidence from TRICS seems to suggest that this may still allow the superstore to have sufficient parking provision. However, it would be preferable if parking surveys had been undertaken.

In 2011 an application for a (ref: P/2011/0803) Home Shopping Pod facility was approved. At this time the total GFA of the Asda store was 8626m² which differs significantly from what is currently being quoted. A gfa of 8626m² at this time required a maximum of 616 spaces which was a shortfall of 151 spaces compared with maximum standards. **It may be considered appropriate to request confirmation of the existing gfa of the Asda store.**

At this time I requested car parking survey which was carried out in September 2011 on a Friday and Saturday. The results of the survey indicated an accumulation of just under 400 cars on a Saturday and just over 400 cars on a Friday. Since this time, a car washing facility has been provided on the western side of the car park which removed further spaces.

Although this section of the car park is not always fully utilized during most of the year it can be at full capacity over the Christmas period. A layout plan indicating the total number of spaces currently available to the Asda store alone does not appear to have been provided. **It may be considered appropriate to request such a plan for clarity.** However, I understand that Asda have since confirmed that there are 511 spaces available within their car park as of January 2019.

- * The applicant has submitted a drone survey indicating that this reflects how the uptake of parking capacity has decreased since the 2011 surveys based on changing shopping habits. The maximum occupancy recorded at the site car park was 319 cars at 2pm on Saturday 26th January 2019. This is a maximum observed occupancy representing 62% of the overall car park capacity.

In conclusion, although it is often difficult to accurately predict any issues as a result of any potential shortfall in parking, the proposed development is considered unlikely to have any detrimental impact on the highway network.

A handwritten signature in blue ink, appearing to read 'K. O'Brien', is positioned above the title.

Chief Officer, Environment & Technical