

Cerys Jones

From: Sharon Holman
Sent: 23 July 2020 09:28
To: planning_admin
Subject: FW: P/2020/0200 - Drive Thru at Asda, Wrexham
Attachments: DTP-3703319-10-ATR001-B.pdf; Wrexham drone survey.pdf

Civ – ‘additional information web’ attached and below

From: Gavin Snowball <Gsnowball@dynamictransportplanning.co.uk>
Sent: 21 July 2020 20:53
To: Matthew Gray <Matthew@asbriplanning.co.uk>
Cc: Laura <Laura@dynamictransportplanning.co.uk>; Geraint Jones <Geraint@asbriplanning.co.uk>; Rob Buffham <rob.buffham@eurogarages.com>
Subject: RE: P/2020/0200 - Drive Thru at Asda, Wrexham

Hi Matt,

Thank you for sending over the LHA consultation response regarding the above planning application. I would agree with your overall summary whilst I've provided our response to the specific comments below:

Existing Access

No response needed

Swept Paths - HGVs

The swept path analysis plan has been updated and attached to this email.

There previously was a tie-in error in the provided proposed site layout plan between the topo surveyed area and the OS, this has been corrected and resolves the issue where there was a gap shown on the end of the existing parking row, that space was not required for servicing as illustrated. The tracking shows that vehicles do not need to reverse over the pedestrian crossing addressing that point whilst the separate vehicles have been separated on the plan.

We note that the existing recycling area is directly adjacent to this location and thus recycling vehicles are already required to undertake manoeuvres in this location.

Layout

ASDA internal estates team have reviewed and approved this arrangement. Agreed that the issues raised have no impact on the adopted highway. The delay at a drive-thru comes from the collection point, not the order point, the brand partner has their own standard for this point to also satisfy, which is to allow space for >6 vehicles, this is provided in this instance.

Service and Delivery Management Plan (SDMP)

The client would be happy to agree to an SDMP with deliveries to be encouraged outside of peak hours. Typically drive-thru coffee sites receive deliveries in the early AM period before 8am.

Traffic Generation

The TRICS data has only two sites for a drive-thru coffee shop and as such doesn't provide enough data on which to base a transport assessment. Of these two sites, one is a motorway services and one is a trunk road services, both of which are unsuitable comparisons to the proposed development. As such the most appropriate TRICS data

has been used to assess the drive-thru. The applicant is happy to have a limit on the use the specific A3 coffee drive-thru

Parking and Turning Provision

Public Floor Space is approximately 110m² which equates to a maximum of 27 spaces for the development. Additional spaces are available within the ASDA car park, in addition to the provided spaces at the unit, over which the applicant has shared access rights.

Our apologies that we have been given an incorrect floor area for the foodstore. ASDA have confirmed that there are 511 spaces within their car park as of January 2019. Using the previously submitted GFA as stated there remains significant spare capacity to cover both the supermarket and the drive-thru proposed.

In addition a more recent drone survey has been carried out, and is attached, reflecting that the uptake of parking capacity has decreased since the 2011 surveys, as would be expected given the changing way of shopping. 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 was 62% of the overall car park capacity.

I trust the above is clear, if you have any further queries please let me know.

Kind Regards,

Gavin Snowball
BSc (Hons) MSc MCIHT MTPS HE RSA Cert Comp
Director



Mobile: 07411751693

Email: gsnowball@dynamictransportplanning.co.uk

Twitter: [@DynamicTP](https://twitter.com/DynamicTP)

LinkedIn: [linkedin.com/in/gavinsnowball84](https://www.linkedin.com/in/gavinsnowball84)

Web: www.dynamictransportplanning.co.uk

Registered Address: Portland House | Belmont Business Park | Durham | DH1 1TW

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