

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: 6th 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 consultation dated 30/06/2020 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 submitted details appear to indicate a refuse vehicle entering the drive thru facility by encroaching over 2 existing parking spaces and possibly reversing into or out of the one way system across a pedestrian crossing which is likely to impact on pedestrian safety. The submitted details do not show how vehicles exit the drive thru facility onto the internal access road.

I would normally recommend that the applicant clarifies this detail and provides separate swept path plans for each type of vehicle entering and exiting the drive thru. 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.

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.**

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. 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 detail (public floor space) has not been provided. I would normally recommend that the applicant provides a details of the net public floor space to assess the necessary parking provision required.

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.

It may well be the case that there are now less than 400 spaces available for the Asda store itself which would not cater for the amount of parking experienced during the 2011 surveys. 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.**

Although I would not anticipate any detrimental impact on the highway network as a result of the proposed development, I would raise concerns as to the layout of the proposed development and the potential shortfall in parking provision.



Chief Officer, Environment & Technical