Transport Statement

Dear Sirs

RE: PROPOSED HAIR AND NAIL SALON TO 3 GREENFIELD TERRACE, PARK STREET, JOHNSTOWN, LL14 2AB.

INTRODUCTION

The application site is located on an unclassified highway within a 20-mph speed limit. The applicant parks her own vehicle on the road in front of her house known as Park Street.

The garage proposed for change of use is located off an unadopted road used primarily by tenants of the council housing at Cwm Glas.

The applicant has rights to use the unadopted road to access the garage; however the garage has not been used for garage purposes for some length of time.

The client proposes to convert the existing flat roofed garage into a room where hair and nail treatments are carried out.

The applicant has worked locally for many years in the hair and nail sector.

The garage is just large enough to accommodate a single client and the salon owner

at a time.

TRAFFIC AND PARKING PROPOSALS

The size of the garage alone determines that use of the salon would be strictly limited to one customer at any one time.

The applicant can therefore commit to limiting trade to one visitor at a time as there is simply no room to accommodate any more in the building.

The applicant plans to open the salon between 10 am and 5pm Tuesday to Friday and will not work weekends or bank holidays.

Clients will number between 3 and 5 per day maximum. Each booking will be a minimum of 15 minutes apart – this is necessary for operational purposes to permit the applicant to tidy up after each customer.

The proposal will not therefore attract excessive numbers of visitors by car.

Parking for the applicant will continue to take place in front of their property on Park Street – just as they have done since moving to Greenfield Terrace

The restricted number of clients means that there will be very few additional vehicles using Park Street. The increase in traffic will be nominal and almost imperceptible over the course of the day.

The 15-minute spacing between customers ensures that there is only one space need for parking at any one time

The applicant has worked locally for many years and most of the customers are local to the application site. Many of them will walk to their appointment.

For those that do own a vehicle, parking is freely available at the end of Park Street where a parking area for approximately 10 cars has been created for public use. A further 10 spaces are available adjacent to Cwm Glas.

There is therefore a significant amount of public car parking space available within 50m of the site. The few customers that do drive will be directed to park in the public car parking space at the end of Park Street.

The public car park is rarely used during the working week and the occasional use by a customer will not detrimentally impact the level of car parking provided or the traffic generated on the street. No visitors to the site will park on Park Street itself.

The highway department would normally be looking to ensure that the applicant provides a statement committing to:

1. Restricting hours to normal working day hours,
2. Clearly demonstrating to customers to only park in the space provided,
3. Leaving a gap between customers

The applicant is happy to state that:

1. Working hours will be restricted between 10 am and 5pm Tuesday to Friday.

2. Customers will be advised to park in the public space provided at the end of Park Street and asked not to park on the highway.
3. A minimum 15-minute gap between appointments is necessary for operational purposes but the applicant is willing to accept a planning condition to control this.

The applicant is willing to accept a condition that limits the salon to a private permission for the benefit of the applicant only; and which also limits the use of the salon to one client at a time.

CONCLUSION

The proposed salon will generate only a nominal amount of additional traffic on the four days it is open.

A maximum of 5 appointments per day mean that over the course of the week a maximum of just 20 clients will visit the salon.

Appointments will be a minimum of 15 minutes apart.

Most of the clients are local and will walk to the site.

There is public parking available with 50m of the site.

Given the above it is evident that the proposed salon will have no detrimental impact on the local highway; it is therefore considered that there is no justifiable reason for to object to the application on highway grounds.

Kind regards.

Spencer Cullis
Cullis Architectural Design.