

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2011/0166	Your Ref:	SJG/P/2011/0166
Date:	17 th March 2011		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 339 499 Unit 4, Rivulet Road, Wrexham.
Development: Use as Bodybuilding Gym (In Retrospect).

I refer to your consultation dated 09/03/2011 in respect of the above.

The proposed development site is located on Rivulet Road which is an unclassified road subject to a 30mph speed limit.

Assuming typical vehicle speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The gym is fronted by a small area of hardstanding that could potentially accommodate 1 no. vehicle provided it is parked parallel to the gym. However, I have witnessed vehicles parking at 90° to the gym which obstructs the footway fronting the site which is unacceptable.

However, I understand that it is proposed to provide up to 6 no. additional parking spaces for the gym at Unit 1 (Old Wrexham Sawmills Site). This site has recently been granted planning consent (ref: P/2010/0574) to operate an internal car washing facility. However, this access is only 3.8m wide and cannot support the simultaneous passage of 2 no. vehicles. As part of planning consent ref: P/2010/0574, it was a requirement for this access to be widened to a minimum width of 4.8m. Even though the car washing facility is now in operation, the access has still not been widened.

Although visibility from this access is considered adequate providing splays in excess of 24 x 43m in both directions measured to the nearside edge of the adjoining highway, I would not be able to support the proposed development without improvements to this access.

The majority of Rivulet Road is subject to a traffic regulation order in the form of double yellow lines along both sides of the road. However, there are a limited no. of on-street parking bays along this section limited to 30 minutes waiting (Mon-Sat, 8:00am – 6:00pm).

LPGN 16 would normally require such a development to provide 1 car space per 15m² gross floor space (D2 – Assembly & Leisure) equating to the requirement for 12 no. spaces. I understand that around 30 clients visit the gym per day. Although some of the clients may walk to the gym given its sustainable location, I assume that some clients will arrive by car and will park along Rivulet Road subject to spaces being available. I would have thought that most clients attending the gym would stay longer than 30 minutes.

However, if you consider the proposed level of parking provision (6 no. spaces) to be adequate, then it may be considered appropriate to request a commuted sum in lieu of any perceived shortfall in parking.

Could you please ask the applicant to provide a suitably scaled layout plan indicating the proposed widening of the sub-standard access serving unit no. 1 and details of how the proposed spaces will be laid out with sufficient turning space behind each space whilst maintaining adequate passage for vehicle accessing / exiting the car washing facility.

I would normally therefore recommend the application be **REFUSED** for the following reasons:-

1. **The proposed access is of insufficient width to accommodate the simultaneous passage of 2 no. vehicles.**
2. **The submitted layout plan does not adequately demonstrate how the proposed parking spaces will be laid out with sufficient turning space behind each space whilst maintaining adequate passage for vehicle accessing / exiting the car washing facility.**

However, if the applicant can address the above issues then I would have no objections to the proposed development and would recommend any permission include the following conditions:-

CONDITIONS

NONSTD ACCESS WIDTH

039R The proposed / existing access serving the development site shall be widened to a minimum width of 4.8m (see note).

ZJ23 (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

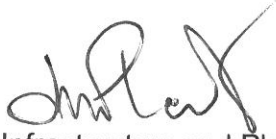
Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.

Notes:-

- The applicant will need to widen the existing access serving the development site and will need to apply for formal consent pursuant to s.184 of the Highways Act 1980. Modifications to the existing footway including tactile paving can be agreed by exchange of letters.

Please contact Jo Giles on Tel: 01978 729670 to arrange consent.

A handwritten signature in black ink, appearing to be 'John Paul' or similar, written in a cursive style.

Infrastructure and Planning Manager