

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0454 **Your Ref:** SJG/P/2010/0454
Date: 2nd June 2010

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 a body building gym (in retrospect).

I refer to your consultation dated 28/05/2010 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.

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.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 16m to the west and 2.4 x 21m to the east measured to the nearside edge of the adjoining highway.

The access is approximately 4.8m wide and is gated at 2.2m behind the adjoining carriageway.

I would therefore not normally support any proposed development that is likely to result in an increase in vehicle movements utilising this substandard 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).

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.

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.

The submitted "Design & Access Statement" appears to suggest that a shared car park adjoining the site is available to those attending the gym. I assume this car park belongs to the adjoining car repair business and would need to provide its own off street parking. This car park is not formally laid out and appears to accommodate a boat, other vehicles and spare car parts etc. In its current state, this car park would only appear capable of accommodating around 5 -6 cars allowing for adequate turning.

I would normally recommend that the application be **REFUSED** for the following reason:-

The proposed development does not make adequate provision for the parking of vehicles clear of the public highway.

However, if the applicant were to satisfactorily address this shortfall in parking provision, then further consideration could be given to the proposed development.

Supplementary Notes

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



Operational Manager Traffic & Transportation