

MEMORANDUM

From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2009/0983 **Your Ref:** SJG/P/2009/0983
Date: 4th December 2009

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 01/12/09 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.

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. No other off-street parking provision is available within the curtilage of the application site.

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.

Regarding the reference made in the "Design & Access Statement" to the large car park to the rear of the development site capable of accommodating around 50 no. cars, I comment as follows:-

The area referred to as a car park is not under the control of the applicant and is also not included within the application site. However, if the applicant could obtain permission to utilise this area of land as a car park for the gym, improvements to the existing access, visibility and the existing footway along Hightown Road would be required.

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.


J. P. O'Connell
Operational Manager Traffic & Transportation