

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0648 **Your Ref:** SJG/P/2020/0648
Date: 25th January 2020

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

Location: O. S Grid Ref: 305 455 RFC Ruabon Fitness Centre, Unit 4 Zone 1, Vauxhall Industrial Estate, Ruabon, Wrexham.

Development: Change of use of premises to Fitness Centre (D2) in retrospect.

I refer to your consultation / email dated 15/01/2021 in respect of the above.

Access

The proposed development site is located on the Vauxhall Industrial Estate which is served by an unclassified road subject to a 30mph speed limit.

The development site appear to have an existing access / hardstanding at the western end of the premises which is proposed to provide up to 4 parking spaces. Based on speeds of around 25mph for vehicles approaching from the south and 15mph for vehicles approaching from the north, this access would normally be required to provide visibility splays of 2.4 x 33m to the south and 2.4 x 18m to the north measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access appears adequate providing a splay in excess of 2.4 x 33m in the southerly direction and 2.4 x 18m in the northerly direction (subject to maintaining the existing shrubs fronting the site at a maximum height of 1m above the adjoining carriageway level).

Along the northern edge of the premises, the applicant appears to have laid a significant length of hardcore behind the back of the existing 2m wide footway in order to provide additional parking spaces.. The majority of this area of hardstanding is fronted by a footway with full height kerbs which is unacceptable. Any proposed spaces in this area would need to be served by a dropped kerb and surfaced with hard bound materials. Any proposed spaces would need to be marked out with white lining materials in accordance with LPGN 16. An Aco drain or similar would be required behind the back of footway to intercept any private surface water run off. Consideration would need to be given to relocating the first four spaces away from the junction in the interest of highway safety.

There is a 4.5 wide dropped kerb located towards the eastern end of the adopted turning head but this would be insufficient to serve all of the proposed spaces in this location.

It would appear that the applicant does not have a right of access beyond the adopted turning head and the land beyond this point is owned by CeramTec UK Ltd which is the factory located opposite the development site. This would appear to indicate that any proposed spaces located east of the adopted turning head would not be accessible by the applicant ie/ 8 spaces. Based on the submitted layout plan, this would effectively only leave 9 spaces in total for the proposed development which is unacceptable.

Parking & Turning Provision

The proposed gym would come under LPGN 16 - D2 Use which requires a maximum of 1 car space per 15 m². Based on the revised approximate gfa of 500m² (area included within red line), the proposed gym would require a maximum of 33 spaces.

The previously submitted layout plan for the proposed car park indicated the provision of 21 spaces. The applicant has since indicated that a total of 13 spaces are available. **A layout plan indicating the proposed 13 available spaces has not been provided.** However, it would appear that only 9 of these spaces are achievable / accessible. This represents only 27% parking provision compared with maximum standards. The provision of 9 spaces for the development site would be considered unacceptable. The adopted access road fronting the site appears to suffer with an on-street parking problem. It is not clear which premises these cars are associated with. However, any significant shortfall in parking provision at the development site is considered likely to exacerbate this existing problem.

In conclusion, it would not appear possible to support the proposed development given the lack of adequate parking provision at the site. However, if the applicant could address the issues raised, then further consideration could be given to the proposed development.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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

Chief Officer, Environment & Technical