

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer

Our Ref: TH/DC/JP/2010/0326

Your Ref: P/2010/0326

Date: 08 June 2010

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2980 4620 New foundry buildings, Gutter Hill, Johnstown

Development: Change of use of ground floor from offices (class B1) to a convenience store within a maximum sales area of 300 sq. m plus storage and ancillary areas.

I refer to your consultation dated 20 April 2010 in respect of the above and our initial response of 7th May 2010.

Having reviewed the further information supplied by the applicant and following the discussion between J Sutherberry and J Plant on 7th June 2010 I comment as follows:

Parking

The number of parking spaces proposed by the applicant is acceptable.

Arrangements for deliveries

The applicant has indicated that the convenience store will be serviced by 7.5t box vans. Whilst this may be the case, without conditioning the application, there is no way that this could be enforced. As the site layout will not accommodate the turning of larger deliver vehicles, I remain concerned that such vehicles may park on Gutter Hill to offload goods. This could obscure visibility from the site access. We can deal with this by way of a S106 obligation of £3000 to fund the consultation and implementation of loading restrictions.

The proposed servicing arrangements within the site remain a concern. The position of the service lay-by close to the junction with Gutter Hill is very constrained and could potentially create conflict with other drivers. The swept path analysis prepared by the applicant also indicates that the width of the bellmouth puts vehicles in conflict. I note that revisions to the site layout, potentially relocating the service lay-by to the south side of the store, and local widening of the bellmouth are being

considered. I would be grateful if you would let me know the outcome of these deliberations before providing a final response to the application.

Traffic Generation

I am satisfied with the assessment of traffic generation provided by the applicant. This is a conservative assessment given that a proportion of the traffic that uses the store would already be using the network (i.e. passing trade). This level of traffic generation would not create capacity concerns.

Pedestrian Provision

I note that the applicant is proposing to improve the current dropped crossing provision across the bellmouth. This will offer some benefit to users of the highway network.

There are other footpaths that lead to the site which may be used by pedestrians to access the store. Whilst this is not a highways matter, consideration should be given to how these paths could be connected to the site.

I will provide a final response to the application following consideration of these matters.



for Operational Manager Traffic & Transportation