

MEMORANDUM



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

Our Ref: TH/DC/PD/2009/0787

Your Ref: P/2009/0787

Date: 08 October 2009

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2900 4650 Penrycae Convenience Store, Liverpool House, Hall Street, Penrycae

Development: Erection of 2 storey extension to existing premises for residential and commercial use including partial demolition of existing single storey structures. Installation of new shop front and roller shutters.

I refer to your consultation dated 24 September 2009 in respect of the above.

The development site is situated on a classified highway subject to a 30 mph speed limit although vehicular speed is considered to be no more than 25 mph due to the geometry of the road.

Hall Street is approximately 5m wide across the site frontage and is subject to a 'No Waiting' Traffic Regulation Order on both sides of the highway. This order does not restrict the unloading of vehicles outside the shop premises.

The existing development site consists of a general stores shop with a 3 bedroom dwelling above. To the west of the shop there is an access to rear that provides parking facilities for the dwelling. Visibility at the access is not to standard; to the west visibility can only be achieved over 3rd party land; to the east visibility is below recommended standards. There is no dedicated off road parking facility for use by customers of the shop.

The proposed development will increase the retail floor space within the shop and could potentially lead to increased traffic generation.

There is inadequate customer parking provision at the site and the increased retail usage will exacerbate this problem. This shortfall in parking provision may lead to indiscriminate on street parking along the Hall Street outside the development site and increase the likelihood of danger to road users and pedestrians along this section of road.

A previous application on this site stated that delivery vehicles use the rear of the premises for the unloading of goods. The erection of this store will reduce the amount of available turning space to the rear of the site and will prevent the turning

of delivery vehicles causing them to reverse on to the highway through a substandard access.

An increased retail space is likely to generate increased deliveries and may lead to a requirement for larger vehicles to undertake the deliveries. If, as the applicant has previously stated, all unloading is done to the rear of the premises, then this will lead to increased use of a substandard access on to Hall Street.

As there is no restriction on loading across the site frontage the extension to the retail area could potentially lead to increased parking (for delivery vehicles) on the adjacent highway.

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

The dimensions of the site appear to be insufficient to accommodate feasible

1. turning facilities for delivery vehicles within the curtilage of the site.
2. There is restricted visibility at the existing access on to Hall Street and increased use would increase the likelihood of danger to road users.
3. The proposed development does not make adequate provision for the parking of vehicles clear of the public highway and this shortfall in parking provision may lead to indiscriminate on street parking along Hall Street outside the development site.
4. The increased retail use may lead to the unloading of vehicles on the public highway and increase the likelihood of danger to road users.


For Operational Manager Traffic & Transportation