

# MEMORANDUM



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

**Our Ref:** TH/DC/PD/2010/0298

**Your Ref:** P/2010/0298

**Date:** 05 May 2010

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**TOWN AND COUNTRY PLANNING ACT 1990.**

**TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.**

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

**Development:** Single storey storage facility to rear

I refer to your consultation dated 14 April 2010 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 3<sup>rd</sup> 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.

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.

The 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.

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

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

A handwritten signature in black ink, appearing to read 'J. P. W.', is positioned above the title. The signature is fluid and cursive.

For Operational Manager Traffic & Transportation