

MEMORANDUM

From: Infrastructure and Planning Manager **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2011/0092 **Your Ref:** LB1/P/2011/0092
Date: 18th February 2011

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

Location: O. S Grid Ref: 348 508 Former garage site accessed north of 17 Broom Grove Wrexham.

Development: Use of land as community allotment (12 plots).

I refer to your consultation dated 15/02/2011 in respect of the above.

The proposed development site is located on Broom Grove which is an unclassified residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph along this section given the geometry of the road.

The proposed development site was previously occupied by around 40 no. domestic garages which provided off-street parking provision for local residents. I understand that these garages were demolished around 1993.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Visibility from the existing access is adequate in both directions.

Any proposed / existing access would normally be required to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height. Pedestrian visibility from the existing access is inadequate being impeded by the existing boundary hedges either side of the access.

Any proposed shared access serving such a development (allotments) would normally require a minimum width of 4.5m to facilitate the simultaneous passage of 2 no. vehicles. The existing access serving the site is only 2.3m wide.

However, given that the proposed development site was previously occupied by around 40 no. garages being served by this existing access, previous vehicle movements generated by this site are likely to have been significantly greater than those likely to be generated by the proposed allotments.

The majority of residents in this area appear to have off street parking provision within the curtilage of their properties. I understand that local residents no longer use this site to park their vehicles. However, it would appear that no. 53 Hullah Lane does have rear access to their property via the development site. I assume this existing access would be accommodated as part of any proposed development.

I would recommend that adequate parking and turning provision is provided / maintained within the curtilage of the development site. However, it is likely that a number of the proposed allotments will be tended by local residents who may choose to walk to the allotments and would therefore reduce the demand for parking provision at the site.

I would therefore have no objections to such a development and would recommend that any permission include the following condition:-

CONDITION

ZJ22

035R

PARKING AND MANOEUVRING TO BE KEPT CLEAR

The vehicular parking and turning areas as shown on the approved drawing shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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



Infrastructure and Planning Manager