

MEMORANDUM

From: Infrastructure and Planning Manager **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2011/0378 **Your Ref:** PF/P/2011/0378
Date: 15th June 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 328 498 Land to rear of 18 Alexandra Road, Wrexham.

Development: Change of use of land to residential curtilage (in retrospect).

I refer to your consultation dated 07/06/2011 in respect of the above.

The proposed development site is located on Alexandra Road 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.

Alexandra Road is subject to a one way system which only permits flow in the westerly direction off Victoria Road.

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 shared access is inadequate in both directions providing splays of approximately 2.4 x 3m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing boundary railings fronting the site and pillars fronting no. 20.

The existing access serving the site is only 2.4m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. I would normally require a shared access of this nature to provide a minimum access width of 4.5m.

I understand that planning consent was granted in 1995 (ref: WRO 23153) to convert no. 18 Alexandra Road into 2 no. 1 bed flats. However, this consent included a condition to provide adequate parking and turning provision for 2 no cars to the rear of the property. The proposed development would result in the loss of adequate parking and turning provision for the existing flats and would be considered unacceptable.

Alexandra Road already suffers from a significant on-street parking problem along both sides of the street. I would therefore not wish to support any proposed development that is likely to exacerbate this existing problem. I would recommend that the application is refused and the original condition to implement adequate off street parking / turning is implemented / enforced.

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

The proposed development does not make adequate provision for the parking and turning of vehicles clear of the adjoining carriageway.

A handwritten signature in black ink, appearing to be 'dmilca', written in a cursive style.

Infrastructure and Planning Manager