

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Rhian Chitty
Our Ref:	ET/DC/P/2023/0597	Your Ref:	P/2023/0597
Date:	16/10/2023		

TOWN AND COUNTRY PLANNING ACT 1990

PARCIO A GWEITHREDU CERBYD HURIO PREIFAT / PARKING AND OPERATION OF PRIVATE HIRE VEHICLE

2 OAK TREE MEWS WREXHAM

Grid Ref: E 333117.86 N 349683.37

I refer to your consultation / email dated 28/09/2023 in respect of the above.

Access

The proposed development site is located on Ruabon Road which is a busy, classified road subject to a 20mph speed limit. Any proposed / existing access in this location 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.

The existing access serving the development site provides a visibility splay in excess of 2.4 x 25m measured to the nearside edge in the north easterly direction although visibility is frequently impeded by parked vehicles along this section of Ruabon Road. However, visibility in the south westerly direction is inadequate providing a splay of approximately 2.4 x 10m measured to the nearside edge of the adjoining highway. Visibility is restricted in this direction by the existing building (former public house converted to apartments).

I would normally not be able to support any proposed development that is likely to result in any significant increase in vehicle movements through this sub-standard access.

The existing access is at least 4.9m wide up to 5m behind the adjoining carriageway.

Parking Provision

I understand that the applicant has the use of 2 no. parking spaces at the site associated with no. 2 Oak Tree Mews (2 bed dwelling).

Vehicle Movements

The applicant has indicated that his taxi operation will focus on Airport Drop-offs or, on request long distance transfers. The property 2 Oak Tree mews will be used as a physical location for the applicant's business and all the operations will be done by the phone. If the application is supported, I assume it will be as a non-operational base.

I assume that the type / nature of service (airport trips or short local trips) cannot be controlled. Assuming that airport / long distance runs were typically provided, the frequency of daily movements could be potentially lower than if local taxi trips were being operated. If the likely vehicle movements were not significantly greater than typical movements generated by a 2 bedroom dwelling then it may be considered reasonable to support the application. A temporary permission could be included to assess the suitability of such an operation.

If the proposed business were to revert to more local / frequent trips then this could have the potential to generate a significant number of additional daily vehicle movements at the site. In this instance, it may be considered unsuitable given the limited available visibility at the existing shared access onto Ruabon Road.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



Chief Officer, Environment & Technical