

# MEMORANDUM

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**From:** Chief Officer, Environment & Technical    **To:** Chief Officer Planning & Regulatory  
**Our Ref:** ET/DC/P/2021/0911    **Your Ref:** BB/P/2021/0911  
**Date:** 11<sup>th</sup> October 2021

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**TOWN AND COUNTRY PLANNING ACT 1990**

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

**Location:** O. S Grid Ref: 333 505 7 Trinity Street, Wrexham.

**Development:** Change of use of ground floor from Class A1 (Retail) to A2 (Taxi booking office and waiting room).

I refer to your consultation / email dated 22/09/2021 in respect of the above.

The proposed development site is located on Trinity Street which is a busy, unclassified road / one way street subject to a 30mph speed limit.

Parking along King Street / Trinity is generally restricted by double yellow lines although there are a limited number of short stay parking bays located along King Street. There is an existing taxi rank fronting nos. 25 – 30 King Street. There is an existing loading bay along this section of Trinity Street. I understand that this facility primarily serves delivery vehicles servicing the nearby shops / businesses although I understand that taxis are permitted to park in this bay for a few minutes. The remainder of this section of Trinity Street is subject to a Traffic Regulation Order (double yellow lines) prohibiting any parking, loading or unloading at any time.

I understand that the applicant already operates from an existing office located on King Street. I understand from our Transport Section that taxis already park indiscriminately along this section of King Street despite there being traffic regulation orders in place restricting such parking.

Having consulted with our Transport, Traffic & Parking Services Sections, it is considered likely that given the lack of suitable off-street parking provision for the proposed taxi office, the proposed development is likely to result in taxis either parking in the delivery vehicle loading bay and /or parking indiscriminately along this section of Trinity Street. This has the potential to adversely affect the free flow and safety of traffic and pedestrians on the highway.

It would therefore be difficult to support the proposed development for the reasons given above.

## 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