

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0811 **Your Ref:** PF/P/2016/0811
Date: 19th September 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 387 507 Unit 15 Ridley Wood Industrial Complex, Bryn Lane, Wrexham Industrial Estate, Wrexham.

Development: Change of use to car repair garage and taxi office (partly in retrospect).

I refer to your consultation dated 12/09/2016) in respect of the above.

The proposed development site is located on Bryn Lane which is a classified road subject to a 40mph speed limit.

Assuming typical speeds of 40mph, any proposed / existing access in this location would normally be required to provide a visibility splay of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The existing industrial complex appears to have a single shared access point onto Bryn Lane which is 9.7m wide. The access is shared by a number of existing businesses.

Visibility from the existing / proposed access appears adequate in the westerly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. Visibility in this direction is reliant on the regular maintenance of the existing hedgerow. Visibility in the easterly direction is marginally short of TAN 18 requirements providing a splay of approximately 2.4 x 115m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing vegetation / trees in this direction.

I assume that the previous use of the offices could have generated a similar number of vehicle movements as the proposed car repair garage. In terms of the proposed taxi office, it is unclear as to whether the 1 no. mini-bus and 5 taxis would park at the site. **Could you please ask the applicant to clarify where these vehicles will operate from / park at the premises.**

In terms of parking provision, I comment as follows:-

The existing parking arrangements at the site are not clearly marked out. During a site visit, there were a significant number of vehicles in varying states of repair tightly packed in / around the existing workshop. A number of vehicles were also parked along the entrance / access leading to the site. There would therefore appear to be little scope to accommodate any additional vehicles associated with the proposed taxi business.

Although the development site is setback a significant distance from Bryn Lane itself and is unlikely to have any detrimental effect on the highway, **I would suggest that the applicant submits a suitably scaled layout plan indicating how the existing parking and turning arrangements could be improved within the curtilage of the site. The site would benefit if parking spaces were marked out and adequate turning space was kept clear at all times. Spaces for staff vehicles, cars awaiting repair and taxi vehicles should be clearly indicated.**

I await the requested information.

Supplementary Notes

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

Peter Courtwright

PM Service Manager Environment