

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Sharon Holman
Our Ref:	ET/DC/DB/P/2023/0163 & ET/DC/DB/2022/0992	Your Ref:	P/2023/0163
Date:	13 th June 2023		

TOWN AND COUNTRY PLANNING ACT 1990

CANIATAD ADEILAD RHESTREDIG AR GYFER NEWIDIADAU I WAL FFIN / LISTED BUILDING CONSENT FOR ALTERATIONS TO BOUNDARY WALL

And:

NEWIDD DEFNYDD O GAREJ DOMESTIG I ADEILAD GOFAL DYDD I GWN / CHANGE OF USE OF DOMESTIC GARAGE TO DOG DAY CARE BUILDING

17 RHOS BERSE ROAD, COEDPOETH WREXHAM LL11 3BT

I refer to your email to Phil 22nd May in respect of the above.

We are unable to support any reduction to less than a 7m wide opening in the wall unfortunately.

In the absence of a full design with swept path analysis, and drawn up AutoCAD details I have visited the site and made an approximate assessment of visibility splays, and believe that there will only be a true visibility splay of between 15-20m maximum even with a 7m opening. Whilst the majority of vehicles will travel around 30mph, there is potential for greater speeds. So 15-20m falls well short of desired standards but we are seeking to improve an existing situation as best we can within reason.

It is noted that vehicles can, and do park opposite, as can be seen on google maps, which further restricts the angle at which cars can enter and leave the applicants property. This also brings passing traffic closer to the applicants access in both directions.

The soft verge measures approx. 1.3m. Consequently the set back for a visibility splay is typically between 0.7m and 1.1m within the boundary for either a 2m or 2.4m set back.

Reversing out should be avoided at all costs unless a banks persons is present. This is a low risk as adequate turning distances are available within the yard.

This assessment is based on the use of this access being restricted to domestic use, and operation of the Doggy Day Care or similar business whereby I understand the dogs are collected and returned by the applicant, from their customers' homes, and not delivered and collected by the clients, thus keeping traffic flow to a minimum.

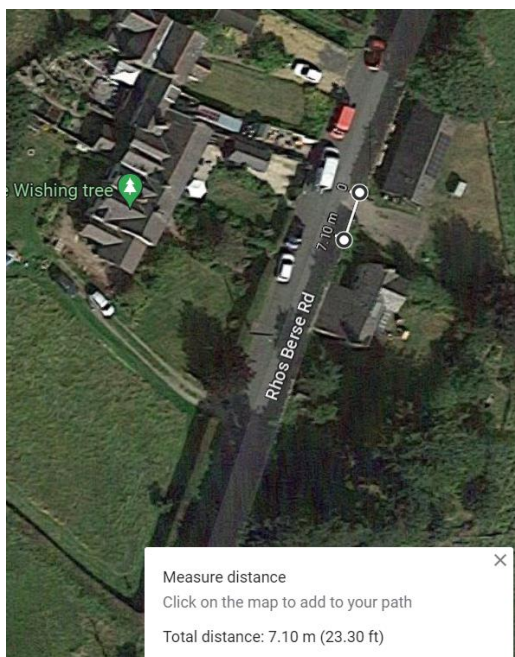
A condition is required to secure the submission of an Operational Management Plan or Statement committing to this arrangement, as if the situation changes and frequent drop offs and collections

become the norm then a dimensioned design, traffic survey and impact assessment would be required. (I refer to the operational strategy also recorded in our ref ET/DC/PP/P/2022/0992 Res (3) dated 31st Jan 2023)

I note that there are no recorded incidents at this location on Crashmap

Whilst writing, we noted the water supply for dogs to drink in the access (see photo below) and request that this be moved into the applicants property. Whilst a kind gesture, there is a possibility of dogs and their owners conflicting with road vehicles

In summary, the additional screenshots and photos below show the lack of visibility each way, which for a business use should be improved as best as is reasonably possible. We have no objection to the proposal, if the use and strategy for traffic flow is limited to that referred to.



Reference white van parked opposite the applicant's entrance



Dog Thirst Aid



Visibility from the East



Visibility from the West



Best Regards

A handwritten signature in black ink, appearing to be 'Rhos Betsi'.

Chief Officer, Environment & Technical