

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2022/0992	Your Ref:	P/2022/0992
Date:	08/12/2022		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID 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

Grid Ref: E 329165 N 350358

I refer to your consultation / email dated 29/11/2022 in respect of the above.

Access

The development site is located on Rhos Berse Road which is a classified, rural road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph due to the geometry of the road along this section.

Based on speeds of 40mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing 3.9m wide access is inadequate providing splays of approximately 2.4 x 5m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing boundary fronting the site.

The existing access is 3.9m wide and is surfaced with loose bound materials. I would normally recommend that such an access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. I understand the applicant wishes to widen the existing access by 2m to 5.9m which is considered acceptable. The applicant will need to apply for s.184 consent in order to cross the highway verge. The applicant has indicated that splays of 2.4 x 43m measured to the nearside edge will be provided from the improved access. Although widening of the access would potentially increase visibility from the access, I would doubt whether such splays are achievable from the modified entrance.

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

Parking & Turning Provision

Parking provision at the site would need to comply with LPGN 16 requirements. There would appear to be ample parking and turning provision for the proposed development within the curtilage of the site.

Traffic Generation

I understand that the proposed business will be run with minimal staff and the applicant will be able to work from home as part of the business. I understand that the business will involve a maximum of 10 dogs per day being on site at any one time from approximately 9am to 5pm. The business is proposed to operate on a collection and drop off service basis, where a staff van will collect and drop off dogs direct from owners homes.

It is assumed that this involves a single trip to collect up to 10 dogs in the morning and a single trip to return the dogs in the evening. Assuming this level of vehicle movements can be controlled by a suitable planning condition eg/ operational management plan or similar along with a personal permission then the proposed development is unlikely to generate any significant increase in vehicle movements over and above the typical movements generated by the existing dwelling.

Assuming this level of vehicle movements can be controlled by a suitable planning condition, I would raise no objections to the proposed development on highway grounds

Supplementary Notes

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

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

Chief Officer, Environment & Technical