02 April 2026

2024.092_02

Planning Department,

Lambpit Street

Wrexham

LL11 1AR,

Dear Sir/ Madam,

Retrospective planning application for the continued use of existing property for childminding business (up to 10 children) at 50 Wrexham Road, Rhostyllen, Wrexham, LL14 4DH .

Please find enclosed a planning application in relation to the above proposal. The planning application is submitted on behalf of the applicant, Margarida Pinto.

This planning application and cover letter is accompanied by the following documents:

- Application form;
- Location plan;
- Parking plan;
- Floor plan;
- Green infrastructure statement.

Application site:

The application relates to an existing residential property, known as 50 Wrexham Road located along Eldon Road in Wrexham. The site is located within an urban settlement and bounds existing residential properties to the north and west and an existing retail shop to the south. There is an existing access on the eastern part of the site which leads onto Eldon Road and subsequently on to Wrexham Road. The site subject to this application is shown in red in figure 1.

Figure 1 – Proposed application site (shown in red) in context with the surrounding area



The property is a single storey building set back into the site with a triangular piece of land to the front which serves as a parking area and drive. There is a small area to the rear of the property which is used as garden amenity space.

There are two bus stops located within 125m of the site which operates regular services between the site and Wrexham Town Centre as well as other areas in the immediate area, including Llangollen.

Planning History:

A planning application was submitted in 2011 under reference (P/2011/0651) for the proposed use of the property as a childminding business for up to 10 children. Whilst there were no particular issues with the principle of the development or any concerns from a residential amenity perspective, the application was refused on highway safety grounds, mainly due to reasons including inadequate provision for parking, restrictions regarding existing access and ability of vehicles to turn within the site as well as concerns about additional congestion to the local highway network.

ENQ/2024/1115 - Pre-application enquiry was submitted for advise on the use of the site as a child-minding business for up to 14 children (Response provided in May 2025.

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RTPI

Proposed development:

The property initially began operating as a childminding business in 2009, catering for up to 6 children at any one time (which at the time did not require planning permission). In 2017 the applicant was certified by CIW to be able to cater for up to 10 children on site between the ages of 0 – 12. The site has been operating as such up to this day.

This application seeks retrospective planning permission for the use of the dwelling as a childminding business for up to 10 children.

The childminding business operates during normal hours from 8am to 6pm weekdays only.

Main consideration:

The property initially began operating as a childminding business in 2009, catering for up to 6 children at any one time (which in accordance with Welsh Government advice at the time, such a use of property did not require planning permission). In 2017 the applicant was certified by Care Inspector Wales (CIW) to be able to cater for up to 10 children on site between the ages of 0 – 12. The site has been operating as such up to this day.

The applicant received a letter from the LPA in June 2024 noting that if childminding services are being provided at this property for more than 6 children, then planning permission would be required as there would be a material change of use. Whilst CIW agreed to increase capability for the site to care for more children back in 2017, at the time, the applicant was not aware of the **planning** implications of increasing children numbers and that this required planning permission.

[redacted]

Principle:

Access to affordable childcare is a key Welsh Government priority. It enables parents to work, access training, and supports our drive to increase economic growth, tackle poverty and reduce inequalities. Local planning authorities and local authorities should work together to help support the development of childcare services for children and families. This is in line with the Welsh Government's key priority to provide affordable, accessible childcare, as prioritised within the Tackling Poverty Action Plan and the Early Years and Childcare Plan. The Childcare Act 2006 places a statutory duty on all local authorities to secure, as far as is reasonably

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practicable, sufficient childcare to meet the needs of parents/carers in their area, who require childcare in order to train, work or study.

It is appreciated that the Wrexham LDP has recently been quashed, the relevant plan policies for consideration is the outdated Wrexham Unitary Development Plan (UDP). In the UDP, there isn't a particular policy that solely restricts or deals specifically with childminding businesses.

The previous application back in 2011 (for 10 children) was assessed under the UDP and the relevant polices included Policies E4, GDP1, T8 and PS1. There were no such concerns raised in the previous application relating to the general principle of the development nor were there any amenity concerns relating to the increase in number of children cared for. As part of this proposal it is considered that the care for an additional 4 children (as compared to the fallback position of what can be carried out without planning permission) is minimal and that the risk of any significant impact in respect of amenity would be no different in terms of severity.

The site has been operating for up to 10 children since 2017 (period of 7 years). During that period the site has demonstrated that it has been able to operate successfully and without any significant issues or impacts on local amenity and highways. Pre-application response provided under ENQ/2024/1115 noted that there had been two separate noise concerns raised about the use in 2017 and 2020. However, it appears that these were resolved and did not warrant any further investigation or action. The applicants are not aware of any noise complaints made against the property since 2020 where the site has continued to operate for up to 10 children at a time. It is therefore considered that the impacts of the use of the dwelling for up to 10 children are known and it has been demonstrated that the use throughout the last 9 years has not resulted in any significant or adverse impacts.

As such we consider there are no reasonable grounds for objecting to the application based on principle or impact residential amenity.

Highways safety:

It is considered that the main issue that needs to be addressed as part of this planning application would be the highways safety matters which were the main reasons behind refusing the previous application.

The refusal reasons include the following;

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1. Due to inadequate provision of off-street parking and restricted access width, the development would cause parking problems in the locality leading to congestion and highway and pedestrian safety and mobility parking problems.
2. There is insufficient space within the site for vehicles to turn prior to exiting onto the highway. This would give rise to safety problems on the adjoining highway.

It is noted that consideration should be given to how the property was able to operate when catering for up to six children where such a use did not require planning permission. Also consideration should be given to how the property has been used as since 2017 where up to 10 children have been cared for at any one time on the site.

When the business catered only for 6 children, the applicant provided an infrequent collection and drop off service, therefore children were mostly dropped off an picked up by parents on site. As such, during this period of use, a worst-case scenario in this instance would result in around 12 total journeys to and from the site in any given day. This is calculated on each child being dropped off and collected by separate cars, meaning that each child would have an associated 2 vehicle movement per day. As the property cares for children aged between 0 – 12, in some cases there is the need to collect some from school which would have added another 2 journeys to and from the site.

The site has been operating and caring for up to 10 children since 2017. Again, the applicant did provide a collection and drop off service however children were mostly dropped off and picked up by parents on site. As such, a worst-case scenario in this instance would result in 20 total journeys to and from the site every day. As the property cares for ages between 0 – 12, in some cases there is the need to collect children from school which would add another 2 journeys to and from the site.

With this application, if the 10 children proposed to be cared for as part of the business were to be picked up and dropped off individually by the parents then this scenario would result in 20 total journeys to and from the site every day. As the property cares for ages between 0 – 12, in some cases there is the need to collect children from school which would add another 2 journeys to and from the site.

However, it should be made clear that these are worst case scenarios and is not the way the business operates. The applicant confirms that the business now has the ability to provide greater pick-up and drop off service for children (as the applicant has a 17 seater mini-bus). This means that the applicant collects the children from their home and brings the children to the property and also provides a drop off service to return the children to their homes at the

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end of the day. This collection and drop off service occurs twice a day, i.e. one journey to collect all the children and one journey to drop off the children. As such in this respect there would be four total journeys to the site as the mini-van is parked on site. Currently around two thirds of the children at the site are being picked up and dropped off at the end of the day. Such measures would continue to be put in place for future children as well, with parents expected to sign up to such service through service agreements to enable a place for the children at the site.

For the remainder of the children that are cared for (3), the parents would drop off and collect the children near the site, i.e. normally park on unrestricted parts of the road along Eldon Road or Trevor Avenue and walk the children to the site along the pavement. In this instance, only 6 separate journeys would be made to the site as a result.

Therefore, taking into account the total amount of separate journeys that would be made on site (10), the proposal is not expected to result in additional parking or result in increased congestion along the highway network. In fact, the amount of vehicles movement to and from the site is less of that experienced when the property only catered for 6 children (which did not need planning permission) and also tantamount to what would be expected in terms of traffic generation from a standard 2- 3 person residential property.

As compared to how the property has been used as since 2017, (for 10 children) the proposed number of journeys with the transport management measures in place would be significantly less. A comparison of this against the previously operation of the site in 2009 and 2017 onwards is shown in the table below for convenience.

Number of children catered for	Up to 6 children (as originally where planning permission was not required)	Up to 10 children (as operated since 2017)	Up to 14 children (with transport management in place as noted in this application)
Number of journeys	14	22	10

In terms of staff, the applicant and the daughter currently reside at the house as it also remains their normal residence. Part time staff who work on site either travel to the site by public transport or are dropped off and collected near the site. As such staff numbers do not currently result in any increase in traffic movement in and out of the site as they make use of other

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means of transport rather than by private vehicle. However, if travelling by car there is suitable space within the site to cater for two normal vehicles (as well as the mini-van). If staff would be using vehicles to access the site, this would be during early mornings and late afternoons, before or after children come and go from the site. On this basis it is not expected that staff parking on site would pose any impact to the users or site nor would the situation be any different when comparing that to what would occur for a normal residential use of the site.

If highway safety matters continues to be a concern, the applicant has confirmed that the business could provide and option that stipulates that all children cared for as part of the business must be picked up and dropped off by the collection/ drop off service offered by the business (unless in an emergency where parent pickup/ drop off would be necessary). This would essentially limit the number of journeys even further. This can be stipulated within service agreement contracts which parents normally have to sign to benefit from the service.

In total on any given day there are around two to three vehicles on site, [redacted] car together with the mini-bus which is used to operate the drop off and collection services. For those who currently drop off their children, these normally park on unrestricted parts of the road along Eldon Road or Trevor Avenue and walk the children to the site along the pavement.

Since the previous application decision, traffic bollards and additional yellow lines have been incorporated along Eldon Drive immediately outside and opposite the site. This restricts the ability of parents to park immediately next to the site to drop off/ collect their children and therefore does not impact on the normal traffic function along Eldon Road or those coming off Wrexham Road. The provision of bollards has improved pedestrian safety and manoeuvrability along the site.

In terms of being able to manoeuvre within the site, given the number of vehicles on site, the applicant generally reverses into the site which then enables them to exit the site safely in a forward gear. This is how the site has been operating for years and is also what occurs when the site is also used for residential. Given that the proposal, as noted with traffic management measures in place, would not result in significant additional movements to and from the site it is not expected that the vehicles movements would differ from how the business previously operated when 6 children were being cared on site or how vehicles access the site for it use as a residential dwelling.

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Consideration should also be given to the fact that national speed limits in the area has changed from 30mph to 20mph. This has significant bearing on the speeds that the vehicles travel on along/ past the site.

Waste collection and recycling are normally put out at night along the road for collection as for a normal dwelling. Collection of waste/ recycling bins are done soon after being emptied to avoid congestion along the pavement.

Conclusion:

Overall, it is considered that the principle of the development is acceptable and the development is unlikely to result in any adverse amenity impacts. From a highways safety perspective, it is considered that with the proposed transport management measures in place, the amount of vehicle movement associated with the use would not be significant or be more intense as to result in any highway safety impact as compared to how the property has previously been operated since its inception as a childminding business.

Where this application is different to the previous application is that the site has been operating and minding up to 10 children since 2017. The impacts of the development are therefore known and have been experienced on site for up to 9years. The use of the site has been demonstrated to be able to operate in a secure and safe manner whilst also not resulting in any adverse impact on the local area.

On this basis, we consider the application for retrospective consent for the use of the dwelling as a childminding business for up to 10 children should be supported.

Your sincerely,

Sion Roberts
Senior Planner
[redacted]

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