MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2026/0601	**Your Ref:**	P/2026/0601
Date:	27/10/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD YSTAFELL I WEITHREDU BUSNES TRIN CŴN / CHANGE OF USE OF ROOM TO OPERATE DOG GROOMING BUSINESS

LOCATION: MOUNT ALYN CROFT, CROESHOWELL HILL, ROSSETT, WREXHAM, LL12 0AA

I refer to your consultation / email dated 12/10/2026 in respect of the above.

Access

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

Based on typical speeds of 40mph, any proposed / existing access would require visibility splays of 2.4 x 120m measured to the nearside edge of the adjoining highway in the easterly direction and 2.4 x 120m measured to the centreline of the carriageway in the westerly direction. Visibility can be permitted to the centreline of the road in the westerly direction given the presence of solid, central, double white lines in this direction (ie/ no overtaking permitted). Visibility from the existing access serving Mount Alyn Croft is adequate in the easterly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 45m measured to the centreline of the adjoining highway Visibility in the westerly direction is impeded by the existing stone pillar / wall located on the western side of the access.

The LHA would not be able to support any proposed development that is likely to result in any significant increase in vehicle movements utilising this access.

The existing access appears to be shared with 3 existing dwellings ie/ Mount Alyn Croft, Mount Alyn Cottage & Mount Alyn Gatehouse. The existing shared access is approximately 8m wide reducing to 3.1m wide at a distance of 5.9m behind the edge of carriageway. The access is gated at this point. The access is surfaced with block paviors for the first 5.5m of the access.

The access would benefit from widening to around 4.8m to facilitate the simultaneous passage of vehicles and ideally the removal of any gates. The existing gates appear to be operated by an intercom system which would result in a delay when any visitors arrive at the site. **This detail needs clarification.**

The LHA recommends that the applicant addresses potential access improvements both in terms of widening, removal of gates and improvements to the available visibility.

Parking & Turning Provision

Adequate parking & turning provision will be required at the site in accordance with LPGN 16 requirements. No details have been provided.

The LHA recommends the applicant provides a suitably scaled plan indicating the existing / proposed parking spaces for the existing dwellings (including no. of bedrooms for each dwelling) and proposed dog grooming business along with appropriate turning for both cars and medium sized delivery vehicles (including annotated dimensions).

Traffic Generation

The submitted application includes the following detail:-

Change of use of one room to act as a dog grooming business. We are converting the garage of Mount Alyn Gatehouse into Mount Alyn Croft and there is still some work to complete before it can be lived in. The room in question was to be a utility room but now with a bath and table added. The room has a separate entrance from the rest of the Croft building. Parking for visitors is provided when they drop off and collect their dog. Volume of dogs is three per day on three days a week only across three weeks per month, that is 27 per month or less. Neighbours have been kept informed of proposal at all stages. Once the conversion of the Croft is complete the dog grooming area will be in a separate shed/office area in the garden of the Croft.

Based on the above information , this would equate to approximately 18 additional movements spared over 3 days each week. If the application is supported, it is assumed that appropriate planning conditions could be included which limit the number of visits and by appointment only to stagger visits (ie/ only 1 customer on site at any one time).

Conclusion

In conclusion, the LHA request the following information:-

- Access Improvements

  The access would benefit from widening to around 4.8m to facilitate the simultaneous passage of vehicles and ideally the removal of any gates. The existing gates appear to be operated by an intercom system which would result in a delay when any visitors arrive at the site. **This detail need clarification.**

  The LHA recommends that the applicant addresses potential access improvements both in terms of widening, removal of gates and improvements to the available visibility and demonstrates such improvements on a suitably scaled plan.

- **Parking & Turning Provision**

  Adequate parking & turning provision will be required at the site in accordance with LPGN 16 requirements. No details have been provided.

  The LHA recommends the applicant provides a suitably scaled plan indicating the existing / proposed parking spaces for the existing dwellings (including no. of

bedrooms for each dwelling) and proposed dog grooming business along with appropriate turning for both cars and medium sized delivery vehicles (including annotated dimensions).

Supplementary Notes

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

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 / 171 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical