

Application No.	Application Type	Date Valid	Expiry Date	Extension of Time Date
P/2024/0339	Householder Planning Application	08/05/2024	03/07/2024	

Applicant	Agent Name and Address
MICHAEL ELLISON THE BARN COCK BANK FARM COCK BANK LANE WREXHAM LL13 0SU	MR MICHAEL ELLISON THE BARN COCK BANK FARM COCK BANK LANE MARCHWIEL WREXHAM LL13 0SU
Description of Development	Location of Development
CODI GAREJ AR WAHÂN GYDAG ANECS UWCHBEN / ERECTION OF DETACHED GARAGE WITH ANNEXE ABOVE	THE BARN COCK BANK FARM COCK BANK LANE MARCHWIEL LL13 0SU

Relevant History	P/2016/0450 – Extensions and alterations and erection of car port. Granted 04.07.2016 P/2009/0681 – Erection of detached car port. Granted 05.10.2009 P/2007/0196 – Conversion of outbuilding to residential. Granted 07.09.2007 (previously included garage which was asked to be removed.) ENQ06819 – Pre application advice. No details available.
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Constraints	Applicable	Acceptable	Not Acceptable
Outside settlement	√		√
Inside settlement			
Conservation Area			
Listed Building/ setting			
Green Barrier			
Special Landscape Area			
Flood Risk			
Within Buffer Zone or affecting SAC*			
World Heritage Site			
AONB			

Constraints	Applicable	Acceptable	Not Acceptable
Phosphates			
Other			

Local Planning Guidance	Acceptable	Not Acceptable
LPG3		√
LPG13		√
LPG20		√
32 Biodiversity		√

Key Issues	Acceptable	Not acceptable	Observations Below	N/A
Residential Amenity	√		√	
Design	√	√		
Highway safety	√		√	
Parking				
Conservation/LB				
Ecology		√	√	
NBB/GIS		√		
Trees				
Phosphates	√			

KEY PLANS AND PHOTOGRAPHS (All plans and photos on Civica file)

None – see Civica for details	
Yes – see below	√

CONSULTATION RESPONSES	Consulted	Supports	Comments	Objects	No objection/ no comments	No response
Community Council	√					√
Local member(s)	√					√
Highways	√				√	
Public Protection						

CONSULTATION RESPONSES	Consulted	Supports	Comments	Objects	No objection/ no comments	No response
Natural Resources Wales						
Welsh Water						
Ecologist	√		√			
Trees	√					√
Neighbours	√					√

KEY COMMENTS MADE

Ecologist: The application site is within 150m of 2 ponds known to support great crested newt. A reasonable avoidance/mitigation scheme is therefore required.

There are no measures of biodiversity enhancement proposed with the scheme.

OFFICER'S OBSERVATIONS

The proposal is for a detached garage with external access to a storage area within the roof scape. The plans describe the garage as a car port, providing for the parking of 3 vehicles, although it's not clear from the plans whether one side of the garage will remain open. The garage is approximately 11m by 8m at its longest and widest and approximately 6m high.

The site lies outside any recognised settlement limits within open countryside where the principle of development is generally considered unacceptable.

The property was previously an agricultural building that was later converted to a dwelling. Subsequent applications have granted permission for a smaller open car port located immediately adjacent to the approved conversion scheme. Neither of these have been implemented and permission has now expired. The proposed location of the garage lies opposite the previously approved location with the garage orientated at an angle of approximately 35 degrees from the front of the existing dwelling.

As the principle of erecting a car/port has already been established, albeit in a different location, and given that the nearest dwelling is located over 30m away to the south east, the main issues to consider relate to whether, the size, scale, design and location of the proposed building is acceptable.

Other issues to consider relate to the provision for NBB, Green Infrastructure and whether there would be any additional highway danger as a result of the garage being located and accessed in this position.

Size, Scale, Design and Location

LPG3 provides guidance on converting rural buildings. It advises that there is a presumption against ancillary structures within and adjoining the curtilage and that garage and domestic storage requirements should be met within the original buildings. The original conversion scheme did include a garage/car port which was requested to be removed by the case officer. However, the provision of a car port was approved under two subsequent applications. The principle of a car port adjacent to the conversion scheme has therefore already been established. Presumably, this was on the basis that the location and small scale of what was proposed was considered appropriate and proportionate to the existing dwelling and would not be harmful to the openness and rural character of the immediate area.

LPG13 indicates that the scale of dwelling extensions in the countryside will be a significant consideration due to tier potential visual impact and advises further that:

- Garages must be proportional to the needs of the dwelling (very rarely garages for more than 2 cars can be justified).
- Urban-style blocks of garages will not be appropriate.
- A two storey outbuilding, which could easily be adapted into a separate new dwelling will not be permitted.

In addition **LPG13** states that the intention is to control the accumulation of domestic structures which are generally suburban in character and not appropriate in a countryside location.

The proposed garage is a large, two storey building located in a prominent location, is disproportionate to the existing dwelling and as such does not comply with the advice set out in LPGs 3 and 13 as referred to above. The scale, location and orientation of what is currently proposed is likely to have a harmful and intrusive impact upon the openness and rural character of the surrounding landscape.

NBB and Green Infrastructure

No provision has been made for NBB. Moreover, as the Ecologist highlights, given the location of 2 ponds known to support Great Crested Newts, there is a need to provide reasonable avoidance/mitigation measures. No account has been taken of ecological issues.

Highway Safety

The Highway Officer has confirmed no objection to the proposals, and there remains sufficient turning space within the curtilage of the dwelling for cars to manoeuvre within the site without the need to reverse out on to the adjoining highway as a result of the development.

CONCLUSION

On the basis of the above, it is recommended that permission be refused.

RECOMMENDATION

GRANT	
REFUSE	√
S106 Required	
Cadw/ WG Referral Required	
Is application EIA Development?	

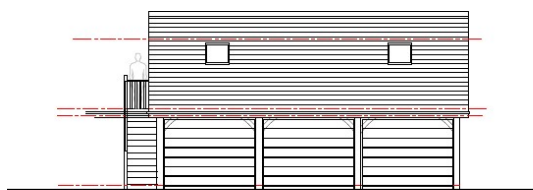
REASONS

- 01 The proposed garage by virtue of its location, scale, size and appearance, is contrary to policy DM1 of the Wrexham Local Development Plan and Local Planning Guidance Notes 3 and 13. As such the development is not in keeping with the existing dwelling and would represent a visual intrusion into the openness of the surrounding rural landscape.
- 02 No supporting ecological information has been provided to demonstrate that there will either be no harm caused to, or appropriate mitigation measures for biodiversity interests within in the vicinity or how net biodiversity benefit will be provided.

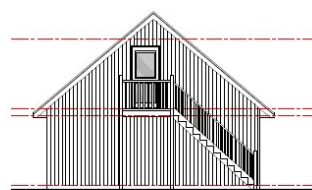
Planning Manager	Date Signed
Gwyn Humphreys Lead Officer – Development Management	04/06/2024



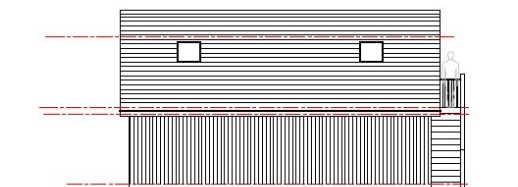
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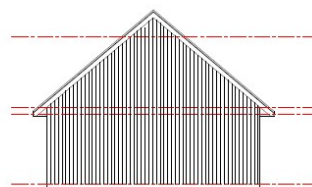
Front Elevation 1:100



Side Elevation 1:100



Rear Elevation 1:100



COCKBANK LANE

VERGE

EXISTING SCREENING

SCREEN WALL AND SCREEN FENCE

SCREEN WALL

PATHWAY

GATE

PRIVATE YARD AREA

PARKING AREA

PROPOSED CARPORT

EXISTING DRIVEWAY AND TO DRIVE AREA

EXISTING RATIO

EXISTING GRASS AREA

EXISTING GRASS AREA

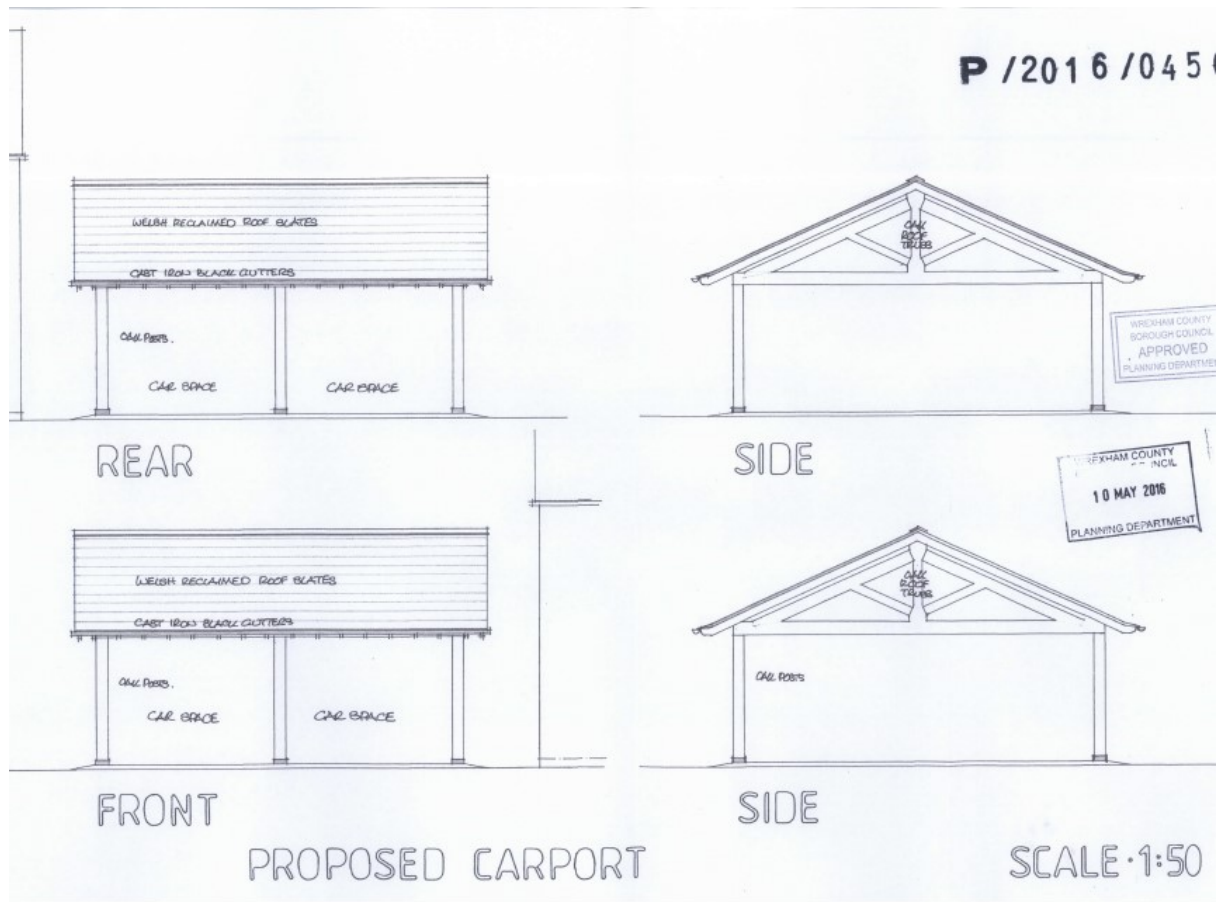
EXISTING PADDOCK

WREXHAM COUNTY BOROUGH COUNCIL
APPROVED
PLANNING DEPARTMENT

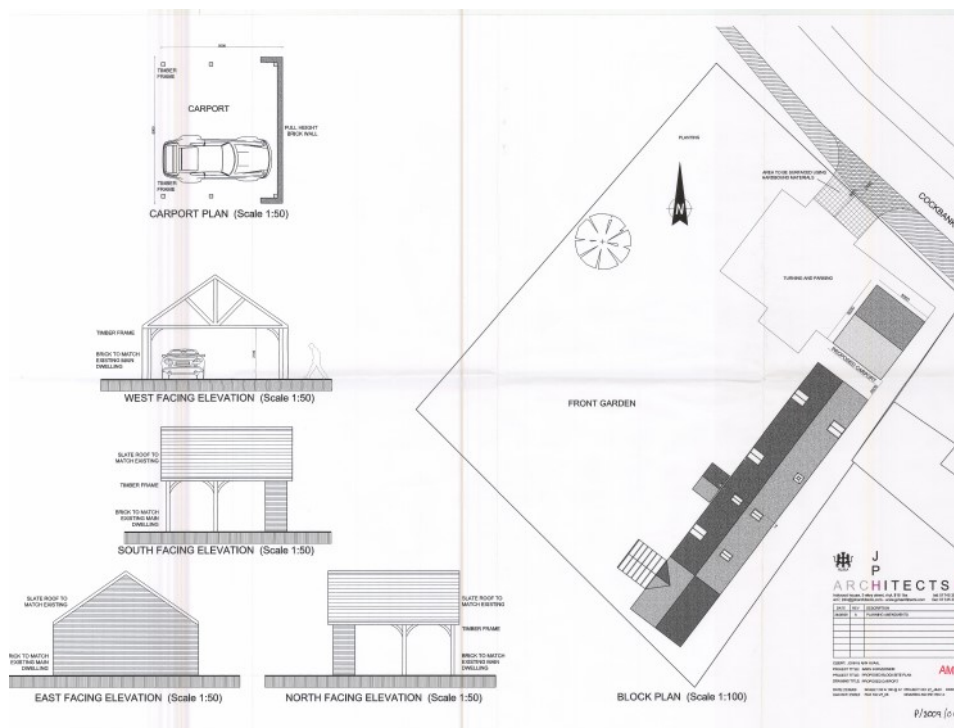
WREXHAM COUNTY BOROUGH COUNCIL
10 MAY 2016
PLANNING DEPARTMENT

SITE PLAN 1:250

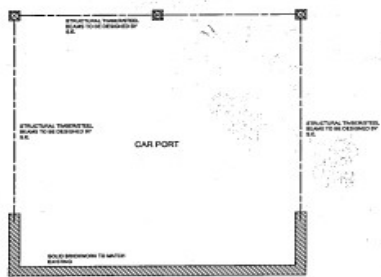
04/06/24
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P/2009/0681 – Previously Approved car port



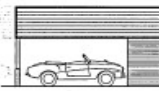
P/2007/0196 – Conversion Scheme



PROPOSED CAR PORT PLAN (Scale 1:50)



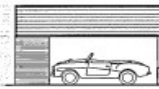
PROPOSED CAR PORT REAR ELEVATION (Scale 1:100)



PROPOSED CAR PORT SIDE ELEVATION (Scale 1:100)



PROPOSED CAR PORT REAR ELEVATION (Scale 1:100)



PROPOSED CAR PORT SIDE ELEVATION (Scale 1:100)