PLANNING BY DESIGN
FROM CONCEPT TO COMPLETION

Planning Design and Access Statement

Proposed double garage with driveway and access via an extended dropped kerb to the rear of the property

39 Clifton Avenue, LL11 5FS

On Behalf of Peter Healey

Drafted by **Planning By Design Ltd**

Application

Planning By Design (Agent) has been instructed to act on behalf of Peter Healey (Applicant) to submit a planning application to Wrexham Council (Local Planning Authority) for a proposed double garage and extended dropped kerb (The proposal) at 39 Clifton Avenue, LL11 5FS (the site).

A pre-application submission was made by the Applicant, and written advice was received from the Council on 27th August 2024, based on the information provided. It is noted that no elevation drawings were included in the pre-application submission.

In support of this application, the following Planning, Design and Access Statement has been constructed to demonstrate the suitability of this proposal in relation to the site location and evaluate its accordance with National and Local planning policies.

Site Location

The property comprises a semi-detached dwelling located on the southern side of Clifton Avenue. The dwelling is situated within the development limits and benefits from a modest-sized rear curtilage, which includes a rear garden area and an existing paved parking space. The property also has an existing dropped kerb providing access directly from Clifton Avenue.

As per the council's Local Plan, the site location is not associated with any significant planning constraints or landscape designations, and the surrounding area is characterised by similar residential developments. The proposed development aligns with the area's established character and planning policies, and the property is well-served by local amenities, transport links, and infrastructure.

Proposed Development

Planning permission is sought for the construction of a double garage that will be accessed via an extended driveway and dropped kerb to the rear of 39 Clifton Avenue. The proposal will occupy part of the rear garden and existing parking space. Currently, there is one off-road parking space at the property, as shown in Figures 1 and 2 below, which illustrates the current and proposed site plans. The proposed garage will enable the residents to park two vehicles within the curtilage of the dwelling, addressing the parking needs of the property.

To facilitate access to the existing hardstanding, the existing dropped kerb at the rear of the property will be extended by 4.567m to create a tapered ramp and dropped kerb. This extension will ensure sufficient vehicle access to the new garage. Accordingly, there will be ample space for a vehicle to enter and leave the site in forward gear, and a car will be able to cross the driveway at (90^{o}) to the road.

The new garage will be positioned in the rear curtilage of the property and will be set back from Clifton Avenue to maintain a distance of 5.443m between the garage and the rear wall of the house. The garage will measure approximately 7m in width, 5.5m in depth, and 4.45m in height at the highest point of the roof. It will provide space for two vehicles and will include an inspection pit, to allow for minor car maintenance. The garage will feature five small windows on the sides/rear elevation to provide natural light and ventilation.

The construction of the garage will utilise red brick and roof tiles to match the existing dwelling, ensuring consistency in terms of materials and roof pitch. The proposed development will enhance the functionality of the property by providing off-road parking while maintaining the character and appearance of the existing dwelling and surrounding residential area.

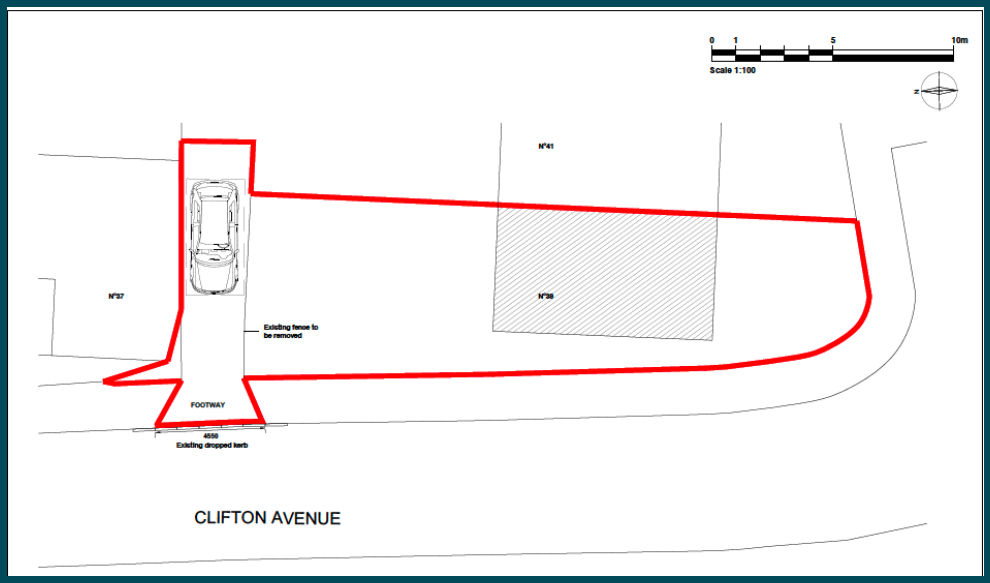


Figure 2: Existing Driveway and Dropped Kerb

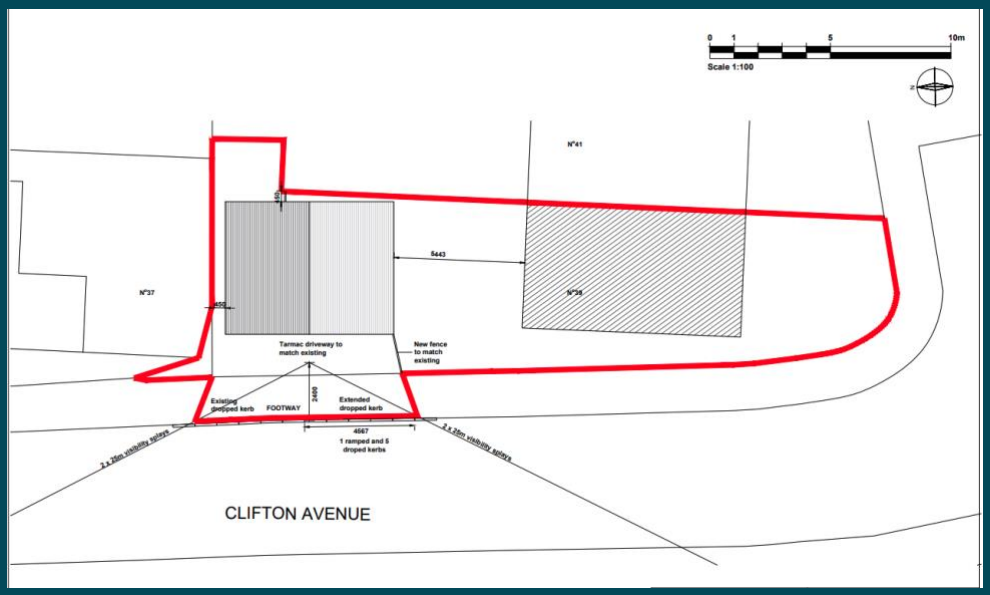


Figure 3: Proposed Garage with extended Driveway and Dropped Kerb.

Planning History

There have been two applications of relevance at the site:

- P/2009/0485 Erection of 120 no. Two, three and four bed residential dwellings (plot substitution for dwellings outstanding pursuant to planning permission ref: P/2006/1065) – Granted 24/11/2009
- P/2006/1065 – Residential Development (197dwellings) and associated works – Granted 27/06/2007

Planning Policy

The following policy and guidance documents are recognised as material considerations for the decision of the associated application at the site location.

National Policy

- Future Wales – The National Plan 2040
- Planning Policy Wales Edition 12 (2024) PPW12
- Technical Advice Note (TAN) 5 Nature and Conservation and Planning (2009)
- TAN 12 Design (2016)
- TAN 18 Transport (2018)

Wrexham Local Development Plan (2023)

- Policy SP2: Location of Development
- Policy SP12: Design Principles and Masterplanning Framework
- Policy DM1: Development Management Considerations
- Policy T1: Managing transport impacts
- Local Planning Guidance Notes (LPG) No.16: Parking
- Local Planning Guidance Notes No.20: House Extensions
- Local Planning Guidance Notes No.21: Space around Dwellings
- Local Planning Guidance Notes No.32: Biodiversity and Development

National Planning Policy

PPW12 introduces the concept of placemaking whose positive implementation through good design is to ensure people and community well-being.

Page 7 states: "Sustainable Development" means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.

Analysis: *The proposal will positively contribute to all three pillars of sustainability and placemaking outlined in the PPW12. From a social perspective, the proposal will provide one*

additional off-road parking space, to improve the accessibility and functionality of the property. From an environmental perspective, the proposal will not erode the landscape character, or impact on any protected species. Economically, the proposal will help stimulate economic activity at a local level as local fitters and suppliers will be sought following planning approval. This will contribute to place making for existing and future occupiers and ensure occupant wellbeing.

PPW12 states that good design is fundamental to achieving sustainable places and is not simply about the architecture of a building or development but the relationship between all elements of the natural and built environment and between people and places.

Analysis: *The proposal will result in a well-designed and functional addition to the dwelling, providing secure off-road parking and improved access for the occupants. The character of the proposed garage is appropriate, using materials that match the existing dwelling, ensuring that it integrates seamlessly with the surrounding area. It is worth noting that nearly all surrounding properties on Clifton Avenue have access to a garage and this proposal aims to give the applicant the extra space required. Its location and design ensure that it will not negatively impact the visual amenity of the site or the wider streetscape. The proposal will not overdevelop the site or detract from the character of the dwelling. Furthermore, it will have no adverse impact on neighbouring properties or the wider community, fostering a positive relationship between the built environment and the surrounding area.*

Local Planning Policy

Policy DM1 of the Wrexham Local Development Plan outlines the general requirements for development in the county and is informed by TAN 12. In summary Policy DM1 emphasises that development proposals must enhance or complement the character, local distinctiveness, and appearance of the site and its surroundings. This includes considerations such as the siting, layout, scale, height, design, use of materials, and landscaping. Developments must be well-integrated into the existing environment and ensure that they do not negatively impact the visual amenity of the area. In addition, the design should promote high-quality, sustainable solutions that meet local needs while respecting the built and natural surroundings. The overall aim is to ensure that new developments contribute positively to the area's character and create functional, attractive, and sustainable spaces.

This application raises the following planning considerations:

1. Impact on character and appearance of the area
2. Impact on amenity of neighbours and host dwelling
3. Impact on parking, vehicle and pedestrian safety

Planning Assessment

Design Impact

The proposal is in keeping with the principles of policy DM1 above, as consideration has been given to the scale, massing, density and siting. It has been sited to the rear of the dwelling, ensuring it is positioned in the least prominent and most suitable location for the property. Given the context and orientation of the site, this positioning ensures that the garage is not visible from Clifton Avenue, which is characterised by properties with integrated garages and a cohesive, well-maintained residential appearance. As the garage is set back from the road, it does not intrude upon the streetscape or alter the front-facing character of the street. This approach respects the established urban form and preserves the visual amenity of Clifton Avenue, maintaining the overall character of the area.

The scale and dimensions of the proposed garage are appropriate for the site and its intended use, with sufficient space for two vehicles. The garage's design is ancillary to the main dwelling, maintaining a subordinate relationship to the house while enhancing the functionality of the property. The materials chosen for the construction, including red brick and roof tiles, have been selected to match the existing dwelling, ensuring that the garage complements both the house and the surrounding properties. The overall design is harmonious with the character of the area, demonstrating sensitivity to the local built environment and ensuring that the proposal will not have a significantly detrimental visual impact upon the character and appearance of the street scene and surrounding built environment. There will be limited impact on the streetscape and therefore the proposal is acceptable.



Figure 3: Streetview of Clifton Avenue towards application site, arrow shows rear of application site, proposed garage will not be visible.

Amenity

The proposed development has been carefully designed to ensure it does not have an unacceptable impact on the amenity of neighbouring properties. The garage is located **5.4 meters** from the rear of the house, which provides a significant buffer between the proposed structure and adjacent dwellings. This distance ensures that there will be no undue overshadowing, loss of privacy, or overbearing effects on neighbouring properties. The garage's positioning at the rear of the dwelling minimizes its visibility and impact, as it is well set back from the street and separated from neighbouring properties by existing fences and boundary treatments. Furthermore, the proposed garage roof will exceed the height of the existing fence by approximately 2.6 meters, but this increase in height is not considered significant enough to detract from the amenity of neighbouring properties. The existing fence acts as a protective screen, mitigating any potential impact on privacy or light. As such, the proposal respects the residential amenity of neighbouring occupiers, ensuring that there is no detrimental effect on their enjoyment of their homes or gardens.

The scale of the proposed garage is subservient to the parent dwelling in both height, mass, and footprint, ensuring that it does not dominate the property or the remaining garden space. The garage is positioned at the rear boundary of the garden, which minimises its prominence and allows the remaining garden space to continue providing the occupiers with a functional outdoor area. It is also important to note that some of the existing garden is already occupied by structures such as sheds, which naturally reduce the usable garden space. As such, the loss of a small portion of the garden, while it reduces the overall garden size, does not significantly affect the ability of the occupiers to use the remaining space for recreation, relaxation, or other domestic purposes.

In considering the planning balance, the benefits of the proposed garage—providing secure, off-road parking and improving access to the property—outweigh the relatively minor reduction in garden space. The occupiers will still have a practical and usable garden area, which is sufficient for their everyday needs. The loss of garden space is not detrimental enough to merit refusal, particularly when the design of the garage is carefully considered and does not result in a significant loss of amenity. In this context, the proposal should be seen as an appropriate and acceptable solution that balances the need for functional development with maintaining a satisfactory standard of private amenity for the occupiers.

Highways and Access

Policy T1 of the Wrexham Local Development Plan (LDP) states that new development should provide “appropriate levels of parking and ensure access arrangements for the site to allow for safe manoeuvring”. The proposal for an extended dropped kerb, driveway, and double garage is fully compliant with this policy, as it provides the necessary off-road parking and ensures safe access and manoeuvrability for vehicles. While the driveway length does not meet the exact requirement of 4.8 meters from the edge of the footway to the front of the garage, the design of the driveway still ensures that vehicles can enter and exit the site safely.

The proposed driveway is designed to meet the sightline requirements set out in LPG Note 16, with a 2m x 25m sightline in both directions, measured to the nearside edge of the footway. This ensures that drivers can enter and exit the driveway without obstructing the visibility of pedestrians or other vehicles, minimising any risk to safety. The driveway is located in a position where the reduced length does not hinder the ability to safely manoeuvre vehicles, thanks to the clear sightlines and the generous space provided within the site. Given these factors, the proposal will not result in any significant detrimental impact on vehicular or pedestrian safety.

Additionally, the development will replace one existing off-road parking space with a double garage that provides two off-road parking spaces, which meets the minimum size standards set out in LPG Note 16 for residential parking (2.4m x 4.8m). This improves the parking capacity for the property and helps reduce the demand for on-street parking, thereby contributing to safer traffic conditions and reducing congestion in the local area.

In conclusion, although the driveway length slightly deviates from the exact standard, the design of the extended dropped kerb, driveway, and garage ensures adequate sightlines and access, making the proposal consistent with Policy T1. The proposal enhances the property's off-road parking provision, complies with the relevant parking standards, and maintains the safety of both pedestrians and vehicles in the area. Therefore, it is considered acceptable in terms of vehicular and pedestrian safety.

Conclusion

The proposal will deliver significant benefits in terms of enhancing the residential amenity of the occupiers while not resulting in any detrimental impact on the character of the area or the surrounding environment. While there is a minor reduction in garden space, the overall impact on amenity is negligible, and the proposal provides practical off-road parking, contributing to safer local conditions.

We kindly request the Council supports this application.