

BRYN Y GROES COTTAGE, GRESFORD, LL12 8TN

Supporting Planning, Design and Access Statement – Bryn Y Groes Cottage

This planning design and access statement is produced in support of a retrospective planning application for the installation of fencing around the site boundary of an existing dwelling within the village of Gresford.

The design for the proposed fencing has stemmed from the need for privacy within the home for the owner [REDACTED]. The fencing has been installed on the roadside boundary as there is no rear garden and hence the only way to achieve some privacy within the amenity space available is to install a fence and utilise the front garden.

The application site is located towards the south west of the village of Gresford and is accessed from the B5445.

The existing cottage is part of a terrace of properties with the front facing towards the B5445. There is another attached property which connects at the rear of the application site creating an L shape with the application property making up the corner.

The house is located on a very good-sized plot however the current house only includes a single double bedroom and a simple lounge kitchen arrangement downstairs. A lean-to conservatory style porch was removed and a garden room built. The garden room was installed under permitted development rights.

[REDACTED]
[REDACTED].

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

We believe that the fencing proposed is clearly justified; however careful consideration has gone into its design to ensure that the proposed development does not negatively impact upon neighbouring properties or the character of the area.

The road speed has recently been reduced to 20 miles per hour which significantly improves highway safety and visibility splays from the site access.

We understand, from Wrexham Planning Officer [REDACTED] that the Highways department have already visited the site and have confirmed that the fencing to the right hand side of the site, as you leave the property, is satisfactory as it provides suitable lines of visibility when vehicles leave the site. We therefore request permission to retain the fencing, as constructed, on this side of the property.



View to the right hand side fencing when leaving the site.

On the left hand side, when leaving the property there is an original stone wall 800 mm high on top of which the applicant has added a fence to match the height of the original fencing adjacent to it. As the road speed has now been reduced to a limit of 20 miles per hour, the existing fencing just complies with the requirements for lines of visibility. However; to further improve safety, we are proposing that we retain the stone wall in its current position but to alter the splay of the timber fencing to provide suitable lines of visibility when leaving the property by car or other vehicles. The fence line on the corner would be moved back into the property to improve the visual site lines. Please refer to drawings 02044/01 and 02044/02.



View to the right hand side fencing when leaving the site.

Relevant Planning Policies of the adopted Wrexham Local Development Plan 2013-2028 are considered below

The Wrexham Local Development Plan 2013-2028 (LDP) was adopted on 20/12/2023 and replaced the previously adopted Unitary Development Plan.

Due to the modest nature of the development few local planning policies relate specifically to this form of proposal however the below have been considered in detail.



Extract from Proposals Map 4 of the LDP

The above extract indicates that the application site is located within the settlement boundary of Gresford as defined within the Adopted LDP.

Highways policies are included within the LDP and include policy Policy T1: Managing Transport Impacts and SP11: Transport and Accessibility. Part i of policy SP11 states “Restricting development that would have an unacceptable impact on the safe and efficient operation of the transport network” As set out above the proposed scheme has been altered to ensure that there is not detrimental impact on visibility splays from the property and existing highways safety will be maintained by the development. This makes the scheme compliant with Policy SP11 of the LDP as well.

In compliance with the rest of Policy SP11 the proposed development will maintain existing car parking.

Policy SP12: Design Principles & Masterplanning Framework is clear that all development will be required to be of a high quality. As set out above the proposed development is modest but significantly improves the usability and privacy of the only available amenity space for the Applicants house.

Policy SP13: Health and Wellbeing is clear *“All development should seek to reduce health inequalities and provide opportunities for healthy lifestyles and improving health and well-being, including mental health, by addressing the physical, economic and social determinants of health.”*. Presently the lack of private amenity space restricts the applicant's opportunity for pursuing a healthy lifestyle. Given the existing poor health of the applicant it is considered that access to private and usable amenity space is even more important.

Policy SP19: Green Infrastructure states: *“Wrexham’s distinctive natural heritage provides a network of green and blue infrastructure. Protection, conservation and enhancement of natural heritage networks needs to be reconciled with the benefits of development. Development will be required to maintain the extent, quality and connectivity of multifunctional green infrastructure on or near a site, and, where appropriate to enhance it by:*

- i. Creating new interconnected areas of green infrastructure between the proposed site and the existing network;*
- ii. Filling gaps in the existing network to improve connectivity;*
- iii. Protecting the features most valuable for both nature and people; and iv. In instances where loss of green infrastructure is unavoidable, provide mitigation and compensation for the lost assets on a site-specific basis.”.*

Green infrastructure is covered in detail within the submitted Green Infrastructure Statement which concludes that the proposed development will not have a negative impact upon Green Infrastructure.

Policy DM1: Development Management Considerations: *“Development proposals, where relevant, must:*

- i. Accord with or enhance the character, local distinctiveness and appearance of the site, existing building(s) and surrounding landscape/ townscape in terms of their siting, layout, scale, height, design, density, use of materials and landscaping;*
- ii. Not have an unacceptable effect on the amenity of the occupiers of nearby properties/land; and provide a satisfactory standard of amenity for the occupiers/users of the development itself;*
- iii. Safeguard the environment from the adverse effects of pollution of water, land, noise, light or air, or land instability, arising from development;*
- iv. Take account of personal and community safety and security in their design and layout;*
- v. Prioritise walking, cycling and public transport use ahead of travel by car;*
- vi. Not give rise to highway safety, pedestrian safety or parking problems on site or in the locality;*
- vii. Contribute to low carbon communities through energy efficiency, be designed to minimise the use of non-renewable energy, water and the production of waste both during construction and when in use;*

viii. Not increase the risk of flooding but make adequate provision for sustainably dealing with foul and surface water drainage and not result in an unacceptable impact upon the water environment;

ix. On sites which have previously been developed, new development proposals should make use of existing suitable building materials wherever possible for appropriate uses in order to re-use recyclable materials and reduce the amount of imported materials; and

x. Ensure that any risks arising from past coal mining, as indicated on the constraints map, can be adequately managed."*

On the basis of the above development management policy the proposed development complies with all aspects. The proposed scheme in relation to character and appearance in the area forms part of the patchwork of boundary treatments along this main road through Gresford. Replacing an existing fence and going on top of an existing wall both boundary treatments exist within the streetscene already and can be viewed on properties North East of the application site.

It is appreciated that the colour of the fencing is presently more vivid than adjacent properties however this will dull down over time and completely fit in with the local vernacular.

The proposed development will have no negative impact upon neighbouring properties' amenity however it will significantly improve the amenity of the applicant who can enjoy their garden in better privacy, safety and security

On the basis of the above the proposed development is compliant with Policy DM1.

Conclusion

On the basis of the above the proposed scheme is compliant with all relevant local and national planning policies. The fencing installed along with the revised scheme before you allows for better privacy for the applicant and will allow them to enjoy their amenity space in better privacy and comfort hopefully encouraging it to be used more regularly.

On this basis it is kindly requested that planning permission be granted for this scheme without delay.