

**REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY – 6TH DECEMBER
2021**

APPLICATION NO:
P/2021 /0940

LOCATION:
15 GERALD STREET WREXHAM
LL11 1EH

DATE RECEIVED:
14/01/2021

COMMUNITY:
Rhosddu

DESCRIPTION:
MYNEDIAD NEWYDD I GERBYDAU
(YN OL DREMIOL) / NEW
VEHICULAR ACCESS (IN
RETROSPECT)

CASE OFFICER:
SJG

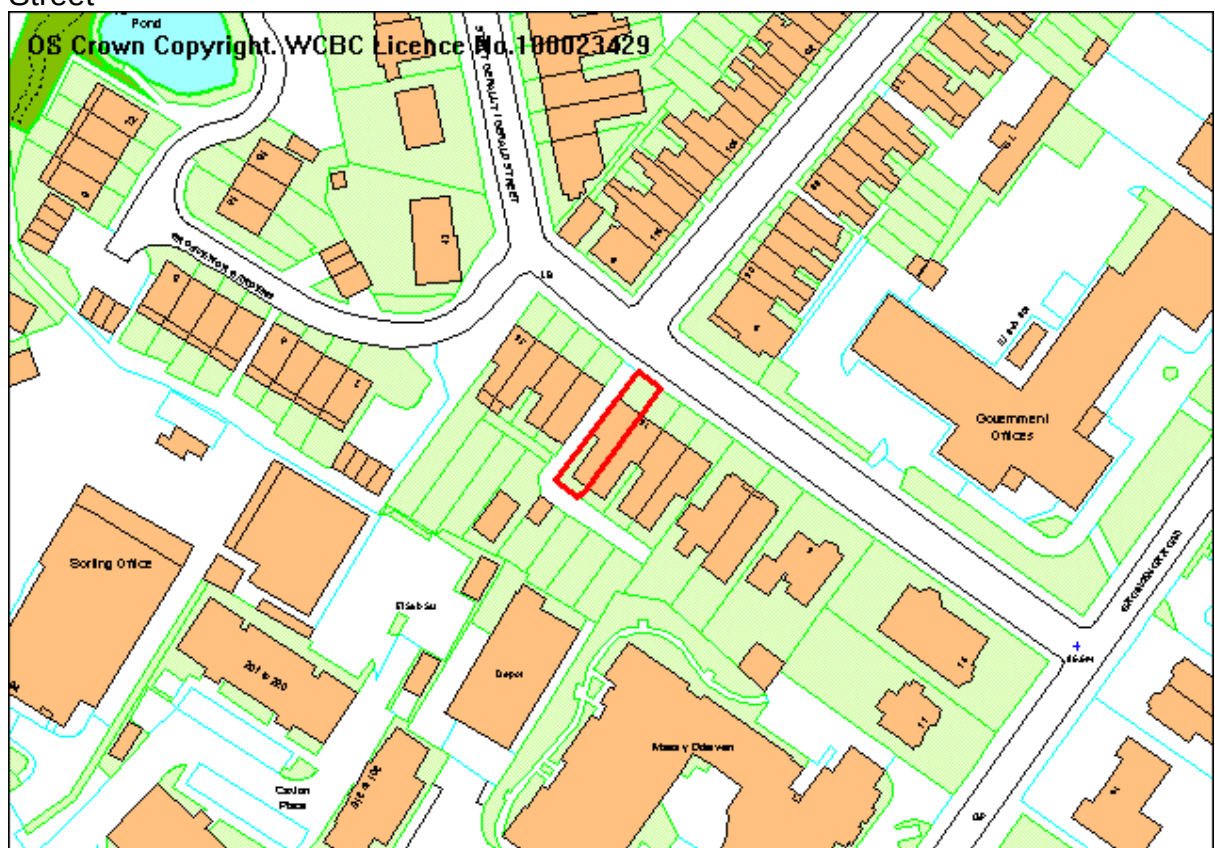
WARD:
Grosvenor

APPLICANT(S) NAME:
CARLOS CLARK

AGENT NAME:
CARLOS CLARK

THE SITE

The property is an end of terrace house on the south-west side of Gerald Street



PROPOSAL

As above

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The work was commenced in late 2020 and has since been completed, to enable an off-road parking space to be created in the front garden. The brick pillars with stone capping have been repaired/rebuilt.

Supporting statement

The wall was dilapidated and looked awful, and was in real danger of collapse onto passers by and applicant's young children. It had previously been repaired with filler. The proposal is to rebuild the pillar using the original sandstone capping. The yard is to be paved in block paving. The parking area will make access to the vehicles to offload children safer, and will also ease pressures of parking in the area. The appearance will be in keeping with other properties where similar alterations have been made.

Before



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After



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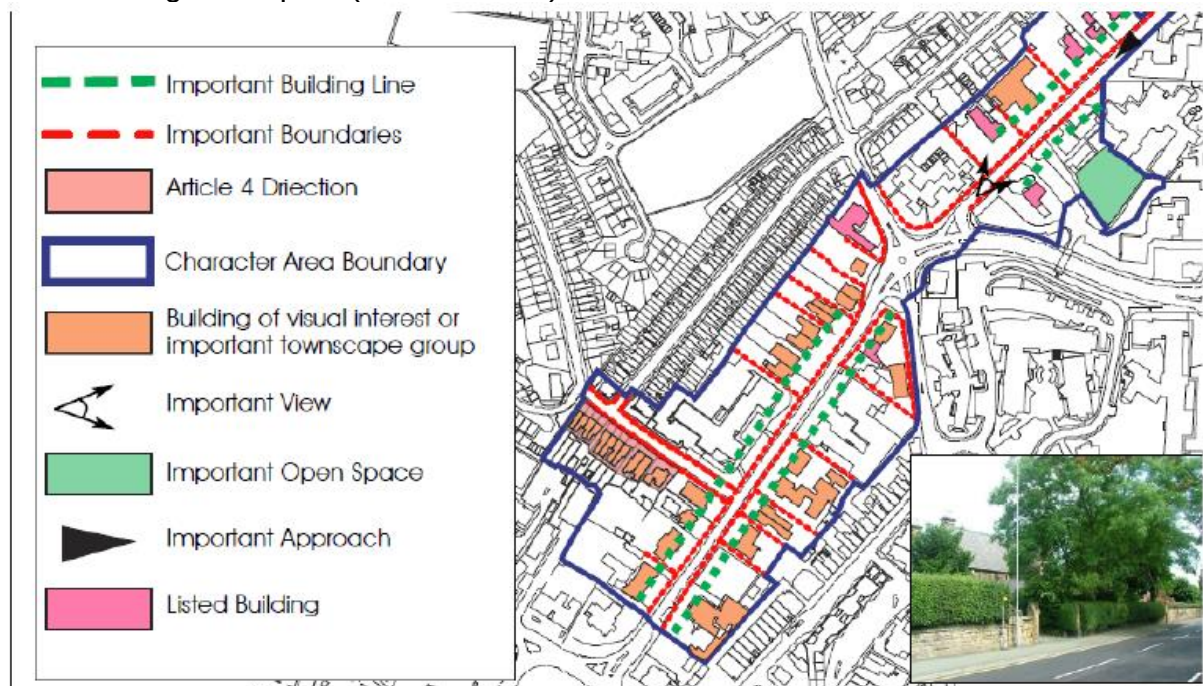


HISTORY

None

DEVELOPMENT PLAN

The site is within settlement limits and Grosvenor Road Conservation Area, as set out in the Wrexham Unitary Development Plan. Policies GDP1, PS1, PS2, EC7 and T8 are relevant, together with Local Planning Guidance Notes 4 Conservation Areas and 16 Parking and the Grosvenor Road Conservation Area management plan (extract below).





CONSULTATIONS

Rhosddu Community Council:	Consulted 30/9/2021
Local member:	Cllr Marc Jones requests committee decision
Highways:	Recommend conditions including a footway crossing and dropped kerb.
Conservation Officer:	Objects to the development
Adjoining occupiers notified:	30/9/2021
Representations received:	Three supporting comments received, the wall was in a state of collapse and work has been carried out to a high standard, and parking problems have been alleviated.

SPECIAL CONSIDERATIONS

Conservation: 15 Gerald Street sits within the Grosvenor Road Conservation Area and the front wall of the property is clearly identified as a key boundary within the character appraisal for the area. In addition to this there is an Article 4 (2) direction in place for Gerald Street which restricts certain permitted development rights, including alterations to, or the demolition of, boundary walls or other means of enclosure.

Although several properties within the Article 4 area have removed their front boundary walls to allow for parking, this appears to be done prior to 2007

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when the direction was put in place. Since then, none have come forward for planning permission.

Removal of boundaries in the area to allow parking is identified in the management plan for the conservation area as something to be resisted.

Demolition and alteration of boundary details	An enhancement and repair scheme is urgently required for the retention of important sections of wall and entranceways. Proposals for the creation of inappropriate parking areas to building frontages will be resisted.
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Extract from Conservation Area Assessment and Management Plan

The demolition of the front boundary wall at 15 Gerald Street is detrimental to the character of the conservation area and is therefore contrary to local planning guidance note no. 4 and Welsh Government's objectives for the historic environment as set out in Planning Policy Wales paragraph 6.1.6.

The Conservation Officer has strongly objected to this application and recommended that the wall be reinstated in its original form.

Highway safety: The proposed development site is located on Gerald Street which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical speeds at being around 20mph given the geometry of the road.

Based on speeds of 20mph any proposed / existing access would normally be required to provide visibility splays of 2.0 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the access is inadequate in both directions providing splays of approximately 2.0 x 12m in the north westerly direction and 2.0 x 14m in the south easterly direction measured to the nearside edge of the adjoining highway. Visibility is limited in both directions by the existing pillars and the required splays would also appear to need to cut across 3rd party land.

There is currently no official dropped kerb vehicular crossing serving the property. The applicant has laid hardcore / loose slate over the entire site frontage in order to create off-road parking.

A minimum access width of 3.2m for a domestic driveway is required, and the applicant has formed a 3.5m wide access which is considered adequate. Any proposed driveway would require hard bound surfacing for a minimum distance of 5m behind the adjoining highway. No gates would be permitted within 5m of the highway boundary.

As the proposed driveway slopes towards the highway, an Aco drain or similar would be required to intercept any private surface water run-off.

The provision of off street parking in this location would normally be seen as a beneficial. A number of properties along this section of Gerald Street have

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been granted planning permission for a vehicular access in situations similar to that of the current application. I am not aware of any particular problems having arisen at these other sites since the new accesses were brought into use.

Therefore there are no highway objections subject to conditions regarding site layout, access surfacing, no gates, control of surface water and a formal pavement crossing.

Other accesses: Most properties in this part of the Conservation area have accesses, but to my knowledge these were made prior to the Article 4 direction in 2007, and have been in place for several years.

Conclusion: Although the proposal has benefits in terms of provision of off-street parking, such development is controlled by the article 4 direction and is contrary to the approved Conservation Area Management Plan and policy EC7.

RECOMMENDATION: That permission be REFUSED

CONDITION(S)

REASON(S)

1. The development has a detrimental impact upon the character of Grosvenor Road Conservation Area and therefore conflicts with policies EC7 and GDP1(a) of the Wrexham Unitary Development Plan.
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