

Item 4e

APPLICATION NO:
P/2019 /0249

LOCATION:
LAND AT GLASLYN PLAS MADOC
ACREFAIR WREXHAM LL14 3ER

DATE RECEIVED:
27/03/2019

COMMUNITY:
Cefn

DESCRIPTION:
ERECTION OF 2 NO. 5 BED
BUNGALOWS AND ALL
ASSOCIATED CAR PARKING,
LANDSCAPING AND HIGHWAY
WORKS

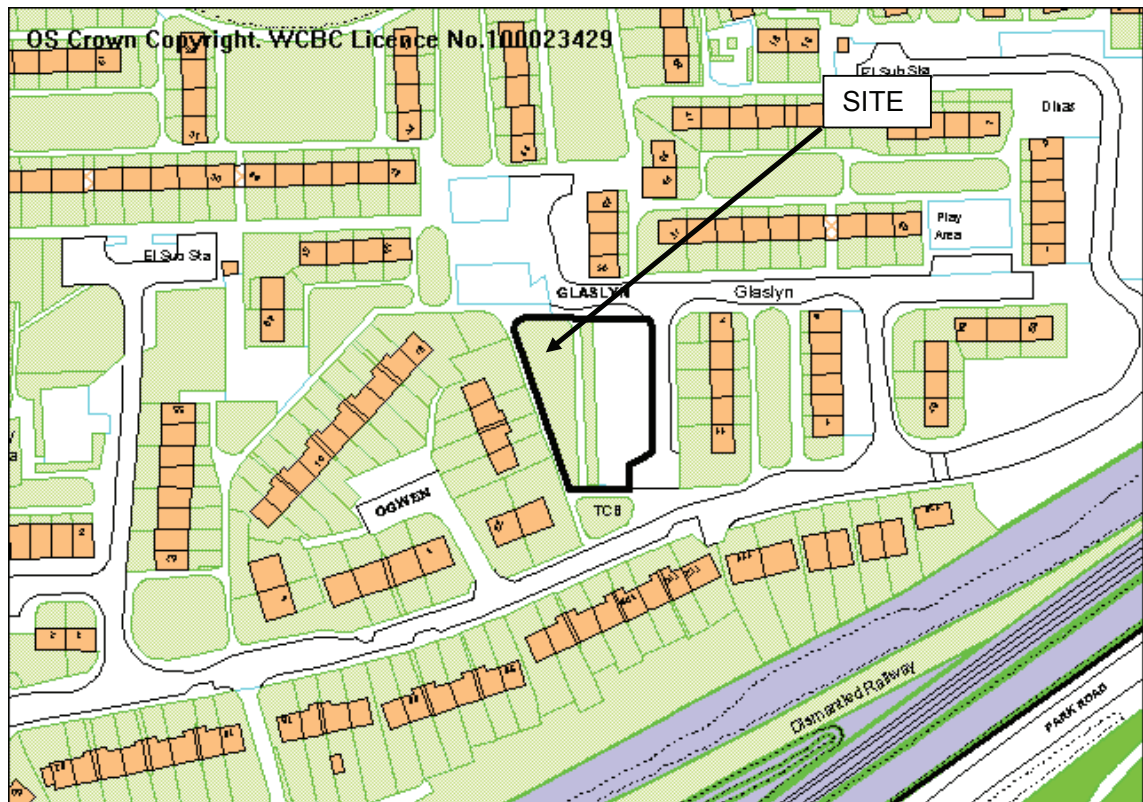
CASE OFFICER:
PF

WARD:
Plas Madoc

APPLICANT(S) NAME:
WREXHAM COUNTY BOROUGH
COUNCIL

AGENT NAME:
JENNINGS DESIGN
ASSOCIATES
MISS RACHEL TAYLOR

THE SITE



PROPOSAL

Planning permission is sought in full for the erection of 2 no. five bed bungalows with associated access and parking provision and private amenity spaces.

HISTORY

None.

PLANNING POLICY

The site is located inside the Cefn Mawr/Acrefair settlement limit. Policies PS1, PS2, PS3, PS4, GDP1, EC13, H2 and T8 are relevant. Guidance is also contained in Local Planning Guidance Note 16 - Parking Standards and 21 – Space Around Dwellings.

CONSULTATIONS

Community Council:	No observations or objections.
Local Member:	Notified 02.04.2019
Site notice:	Expired 29.04.2019
Public Protection:	No objections. Conditions will be required to protect neighbouring amenity. No further ground investigations are required.
Highways:	No objection. There are general known parking congestion issues around the Plas Madoc estate. A Stopping Up Order will be required in relation to the footway which crosses the site.
WCBC Flood Officer:	No infiltration testing has been carried out. The applicant should consider the implications of the SAB approval process.
NRW:	No objection. The controlled ground waters are not of the highest environmental sensitivity.
Welsh Water:	Approval of the SAB will be required in relation to surface water. Only foul water should be allowed to connect to the existing public sewer.
Neighbouring occupiers:	21 neighbouring occupiers notified. Two responses from the same person received raising the following points: • The application site is currently used for parking by existing residents for parking for visitors; • The lack of parking provision could cause difficulty for emergency vehicles; and • Squeezing more houses together causes social problems as witnessed in the locality.

SPECIAL CONSIDERATIONS

Background and policy: The site is located within the defined Acrefair/Cefn Mawr settlement. Policies PS1 and H2 of the Wrexham UDP seek to direct residential development to within settlements. The residential development of this site is acceptable in principle. This planning application is made in full and includes a detailed design for the two bungalows with associated access and parking provision.

Amenity: The site in question has lain vacant for a period of over 20 years. It was previously the site of 8 terraced dwellings. These were removed as part of a clearance programme of dwellings across the wider Plas Madoc estate. Since the demolition of the se dwellings, the site has simple been left open to hardstanding and has become an informal parking area. It is not a formal parking area and has not been designated or adopted over time the characteristic of an area of public open space.

The proposal seeks to erect two large bungalows. I am satisfied that the proposed form and density of the dwellings can be accommodated on this site without causing detriment to the wider street scene. There is sufficient amenity separation distance between the proposed dwellings and those existing to the front and rear. This would assimilate well within the established settlement pattern. The layout plan is shown below for comparison and the benefit of Members.



Proposed site layout

Highways: Highways raise no objection to the proposal. Five bedroom dwellings would require a maximum of 4 off road parking spaces in accordance with LPG16. The proposal makes provision for 3 spaces per dwelling which in this sustainable location I consider is acceptable. Amended plans have been submitted making minor alterations to the orientation of the driveways to ensure that they allow vehicles to manoeuvre safely.

Concerns have been raised regarding the overall on street parking congestion in the locality. This matter is not disputed. The settlement pattern of Plas Madoc is unique and many of the properties benefit from communal parking areas rather than their own dedicated off street parking provision. This inevitably leads to instances of on street parking and pockets of congestion on some of the narrow carriageways. Following demolition of the buildings on this site, it was not laid out as a formal parking area. Residents and their visitors have effectively benefitted from an uncontrolled use of this plot for some time.

There is a nearby communal parking area which has recently been formalised to maximise parking provision. This has generally been the strategy with the communal parking areas across the estate. On street parking is tolerated because of the characteristics of the estate, with few off street parking

opportunities. This is not dissimilar to a traditional terraced street arrangement. I am not convinced that the loss of this informal space would result in the exacerbation of on street parking elsewhere that would be detrimental to highway safety. To resist the development of this otherwise sustainable location on highway safety grounds cannot be justified.

There is an existing footpath passing through the site. This will need to be legally stopped up before the development can take place. This is a matter that the Council as applicant/developer will need to pursue separately. A note to applicant is attached.

Other matters: The site is effectively previously developed land and relatively small in scale. While no infiltration testing has been carried out in relation to surface water drainage, it is likely that a proposal of this scale is unlikely to result in an exacerbation of surface water accumulation elsewhere.

Conclusion: I am satisfied that this proposal represents a positive and sustainable reuse of land. It accords with local and national policy. I recommend accordingly.

RECOMMENDATION: That permission be GRANTED

CONDITION(S)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. The development shall only be carried out in strict accordance with the details shown on the approved drawing(s) numbered 1045 A 100 Rev E, 1045 A 203 Rev C and as contained within the application documentation.
3. Prior to the first use of the development hereby approved, the existing footway fronting the entire eastern development site boundary shall be resurfaced to an adoptable standard.
4. Prior to the first occupation of the development hereby approved, a scheme of boundary treatments shall be submitted to and approved in writing by the local planning authority. the development shall be carried out in accordance with the detail as may be approved.
5. Prior to their use on the development samples of all external facing materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in strict accordance with such details as are approved.
6. The vehicular parking and turning areas as shown on approved drawing No). 1045 A 100 Rev E shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of motor vehicles at all times.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
2. To comply with section 71ZA (2) of the Town and Country Planning Act 1990.
3. In the interests of highway safety and in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
4. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.
5. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.
6. To provide for the parking and turning of vehicles clear of the highway and to ensure that reversing by vehicles into or from the highway is rendered unnecessary in the interest of traffic safety in accordance with Policies GDP1 and T8 of the Wrexham Unitary Development Plan

NOTE(S) TO APPLICANT

The existing footpath crossing the site will need to be stopped up before development commences.
