

REPORT OF THE HEAD OF ENVIRONMENT AND PLANNING
12 JUNE 2017

APPLICATION NO:
P/2017 /0143

LOCATION:
4 CROSS STREET HOLT WREXHAM
LL13 9JD

DATE RECEIVED:
20/02/2017

COMMUNITY:
Holt

DESCRIPTION:
ERECTION OF TWO-STOREY 3
BEDROOM DETACHED DWELLING
AND CONSTRUCTION OF
ASSOCIATED GARDENS, PARKING
AND TURNING AREAS FOR THE
PROPOSED DWELLING AND NOS. 4
AND 5 CROSS STREET

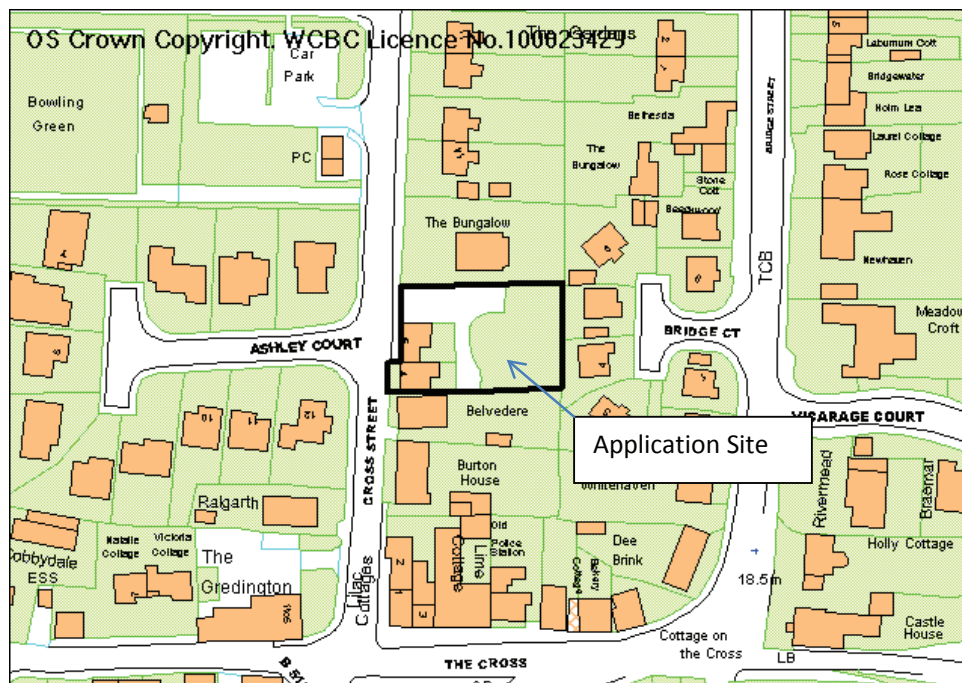
CASE OFFICER:
SEH

WARD:
Holt

AGENT NAME:
HDS ARCHITECTURAL
SERVICES
MR CARL HUGHES

APPLICANT(S) NAME:
MR ROGER BELLIS
BELLIS BROTHERS

THE SITE



PROPOSAL

As above

RELEVANT HISTORY

P/2017/0337	Conservation Area Consent for demolition of boundary wall. Decision Pending.
P/2016/1033	Erection of bungalow with detached garage. Withdrawn.
P/2016/0317	Erection of bungalow with integral garage. Withdrawn.
P/2010/0340	Refurbishment and two-storey extension to The Cottage and 4 Cross Street, demolition of brick store to rear garden, parking and turning area for both properties. Granted 16.07.2010.
P/2010/0388	Demolition of store (within a Conservation Area). Granted 16.07.2010.

DEVELOPMENT PLAN

Within defined settlement limit and Holt Conservation Area. UDP Policies PS1, PS2, PS3, PS4, GDP1, H2, EC7, EC11 and T8 apply. Local Planning Guidance Notes Nos. 16 'Parking Standards', 21 'Space around Dwellings' and Holt Conservation Area Character Assessment are also relevant.

CONSULTATIONS

Community Council:	Consulted	03.05.2017
Local Member:	Notified	03.05.2017
Public Protection:	No objection subject to recommended conditions.	
Highways:	No objection subject to recommended conditions (see special considerations below).	
Welsh Water:	No objection subject to recommended conditions.	
CPAT:	No objection subject to recommended conditions (see special considerations below)	
Cadw:	Consulted	21.02.2017
NRW:	No comments.	
Press Notice:	Expired	25.03.2017
Site Notice:	Expired	21.02.2017
Neighbours:	Four letters of objection and one letter of support received raising the following points:	
	• Support the redevelopment of the site to prevent the spread on unwanted wildlife (foxes etc.); • The site can provide on-site parking relieving congestion on Cross Street; • The proposed design is considered to be acceptable as it is similar to the existing surrounding dwellings; • Overlooking; • Too many cars will be introduced to the rear of the existing properties causing a nuisance; • This is a Conservation Area and the development is out of character with it;	

- Another dwelling will generate more traffic in an already congested area to the detriment of highway safety;
- Loss of daylight and privacy to the adjacent bungalow;
- Detrimental impact upon the existing boundary hedge. When the land levels were altered when renovating no 4 & 5 the hedge was disturbed and there is physical evidence of large areas of die back which have not recovered.
- Devaluation of property;
- The design features on the dwelling are not reflective of the locality i.e. the proposed arch detail;
- Removal of the boundary wall fronting the site is unacceptable.

SPECIAL CONSIDERATIONS/ ISSUES

Background: This is a full application for the erection of 1 no. two storey dwelling with associated parking and outdoor recreation space. The main issues to consider relate to the impact of the development upon highway safety and upon the residential and visual amenities of the conservation area.

Residential Amenity: Having considered the impact of the development upon the existing properties surrounding the site, and vice versa, I confirm that it does accord with the Council's separation distances and guidance on 'Space around Dwellings' (LPGN 21). This will ensure that there is no significant loss of light or privacy, and will ensure the protection of the residential amenity of the existing local residents and those of the future occupiers of the development.

Design and Conservation Area: Holt is of considerable interest and importance as a deliberate plantation of the late 13th Century. This is evidenced in its resemblance to a true planted town with river bridge at one end of the developed area; the castle and market at the other end, with two major linking parallel streets (Cross Street and Church Street). The town also retains its grid iron street pattern and some of its burgage plots are evident around Cross and Church Streets which are identified within the adopted Holt Conservation Area Character Assessment as a particularly important feature of the village.

The proposed development has had regard for the original street pattern which is characterised by narrow plot widths with frontage development and long narrow back gardens (burgage plots). The proposed development fronts the highway and ensures that the back land area is returned to the burgage plot arrangement for this development and the curtilages of the existing dwellings at Nos. 4 and 5 Cross Street. The partial front boundary wall is to be removed (this is the subject of a separate application for conservation area consent for demolition which appears later on in this agenda – P/2017/0337) and rebuilt to

the opposite side of the site, in front of the proposed dwelling. The development is considered entirely appropriate for the site and the redevelopment of this redundant site will enhance the character of the conservation area (see Figures 1 and 2 below).



Figure 1. Resulting Street scene

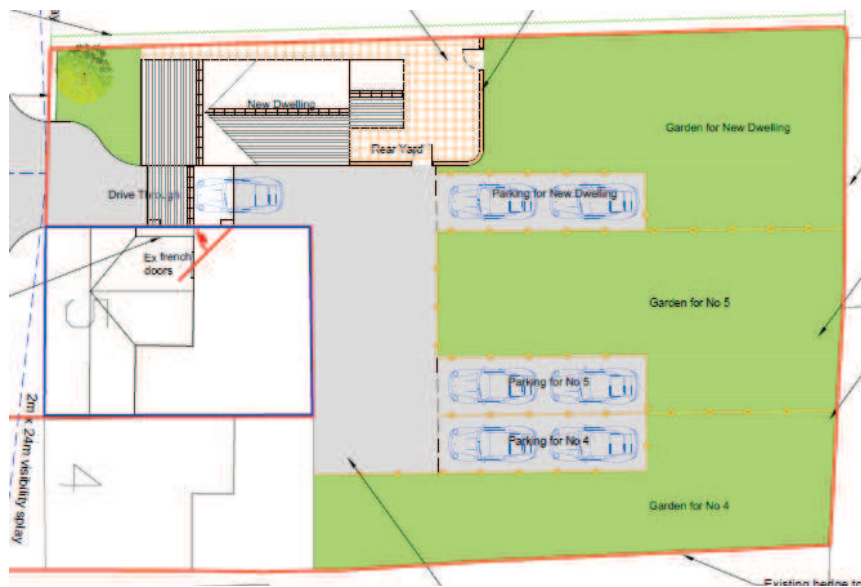


Figure 2. Proposed Site Layout Plan

Archaeology: The submitted archaeological assessment report completed by Castlering Archaeology includes a desk based assessment which found that there is an archaeological potential for this plot. Subsequent investigative trenching has taken place which revealed archaeological features in the form of rock-cut circular rubbish pits at the back of a former medieval frontage. The pits appear to be post medieval in date, possibly 17th century, and are of fairly low significance. More pits could be revealed during the cutting of the other foundation trenches for the house should planning permission be granted. For this reason a condition should be attached to any planning permission to secure an archaeological watching brief for the life of the development.

Highway Access and Parking: The proposed development site is located on Cross Street which is subject to a 30 mph speed limit. Due to the geometry of the road, actual speeds are not thought to exceed 25 mph. Adequate visibility is achievable at the proposed access provided that the boundary wall fronting the development does not exceed 1 metre in height. Onsite parking and turning

facilities within the site are acceptable and the proposed site layout meets with the requirements of LPGN 16.

Boundary Hedge: The site has been assessed by a qualified arboricultural consultant who has confirmed that the proposed building falls outside this construction exclusion zone of the boundary hedge and therefore complies with BS5837: 2012 - Trees in relation to design, demolition and construction. The site level is currently 300mm lower than the planting height of the hedge which will have already compromised root growth within the site and any surface roots will have already been lost. This hedge appears to be extremely vigorous.

Privet is a very tough species that will tolerate some minor construction impacts and I would not anticipate any significant damage as a result of this proposed development. Further, the hedge can be cut back to the site boundary with no detrimental effect on its health & vigour.

Other Matters: The devaluation of nearby properties is not a valid planning consideration. In addition, dispute has been raised as to the ownership of the land and encroachment along the site boundary to the North. Whilst, this is a private matter between land owners and is not a matter of the planning authority to resolve, there is no evidence before me to show that the Applicant does not own sufficient land to allow the development to be carried out in accordance with the proposed scheme.

Conclusion: The proposed development is acceptable in terms of scale, siting and design, and would enhance the character of the conservation area and make a positive contribution to the appearance of the locality. Adequate onsite parking and garden areas are proposed and a safe and satisfactory vehicular access is also proposed. The re-development of this redundant site would not be to the detriment of street scene and 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 refs: RB/PD/00 Rev C, 01, 02, 03 Rev A, 04 Rev A, 05 Rev A, 06 Rev A, 07 and contained within the application documentation.
3. Prior to their use on the development samples of all external facing and roofing 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.
4. With the exception of those shown on the approved plan and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting that

Order with or without modification) no windows or other openings shall be inserted in any elevation of the building.

5. The vehicular parking and turning areas as shown on approved drawing(s) No(s). RB/PD/00 Rev C 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.

6. All works in relation to the implementation of this permission, including deliveries to and / or leaving the site, shall be undertaken only between the hours of 7.30 and 18.00 Monday to Friday, and 08.00 to 14.00 on a Saturday, and at no time on a Sunday or a Bank Holiday unless the prior written approval of the Local Planning Authority has been obtained.

7. Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 21 metres to the south and 2.4 metres x 33 metres to the north measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

8. Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

9. There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

10. No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

11. No land drainage run-off or surface water shall be permitted to discharge or connect to the public sewerage system, either directly or indirectly, and foul and surface water shall be drained separately from the site.

12. No part of the development shall commence until a scheme for the comprehensive and integrated drainage of the site indicating how foul water, surface water and land drainage will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be implemented in accordance with a timescale to be agreed as part of the submitted details and maintained thereafter.

13. Within 3 months of the commencement of development a perimeter and internal boundary treatment scheme shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented prior to first occupation of the site and shall thereafter be permanent retained.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting that Order with or without modification), no further development shall take place under Classes A, B, C, D, E, F, G, of Schedule 2 Part 1; or Classes A or B of Schedule 2 Part 2 other than the development hereby granted permission.

15. The developer shall ensure that a suitably qualified archaeological contractor is present during the undertaking of any ground works in the development area so that an archaeological watching brief can be conducted.

The archaeological watching brief must meet the standards laid down by the Chartered Institute for Archaeologists Standard and Guidance for archaeological watching briefs. The Local Planning Authority shall be informed in writing, at least two weeks prior to the commencement of the development, of the name of the said archaeological contractor. A copy of the resulting report should be submitted to the Local Planning Authority and the Development Control Archaeologist, Clwyd/Powys Archaeological Trust (41 Broad Street, Welshpool, Powys, SY21 7RR Email: markwalters@cpat.org.uk Tel: 01938 553670). After approval by the Local Planning Authority, a copy of the report and resulting archive shall be sent to the Historic Environment Record Officer, Clwyd/Powys Archaeological Trust for inclusion in the regional Historic Environment Record.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
2. To define the scope of the planning permission
3. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
4. To protect the amenities of the occupiers of nearby properties.
5. 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.
6. To protect the amenities of the occupiers of nearby properties.
7. To ensure that adequate visibility is provided at the proposed point of access to the highway.
8. To ensure that no deleterious material is carried onto the highway, in the interests of highway safety.
9. In the interest of the free and safe movement of traffic on the adjacent highway and to ensure the formation of a safe and satisfactory access.
10. In the interests of highway safety.
11. To protect the integrity of the public sewerage system and prevent hydraulic overloading of the public sewerage system. To protect the health and safety of existing residents and to ensure no detriment to the environment.
12. To ensure that effective drainage facilities are provided for the proposed development, and that no adverse impact occurs to the environment or the existing public sewerage system.
13. To protect the amenities of the future occupiers of the development and to ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
14. To ensure that the development fully complies with the appropriate policies and standards and to ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area
15. To secure preservation by record of any archaeological remains which may be revealed during ground excavations for the consented development.