

84 Erddig Road
Wrexham
LL13 7DP

14 February 2017

The Planning Inspectorate
Crown Buildings
Cathays Park
Cardiff
CF10 3NQ

Dear Sir/Madam,

Appeal Reference: APP/H6955/A/17/3166742

LPA Reference: P/2016/0783

Property address: 86 Erddig Road, Wrexham, LL13 7DP

Original permission for change of use of the above property was granted on 22 June 2012, subject to 2 conditions limiting occupation to 8 students only. These conditions were sensibly imposed in the interests of highway safety due to lack of on-street and off-street parking i.e. parking congestion in the area.

Parking

The parking issue is entirely dependent upon, and constrained by, the available road space.

The road measurements are as follows:

Erddig Road

From the junction with Bath Road, in a southerly direction to the junction with Fairy Road, the roadway measures 92 metres.

From the junction with Wellington Road (opposite the Fairfield public house) in a southerly direction, and including Sontley Road up to its junction with Fairy Road, the roadway similarly measures 92 metres.

Using a standard car length of 4.8 metres, **the spaces available for parking totals 38.** (92+92/4.8).

There are 21 houses on Erddig Road, excluding the 2 HMO's and houses with off-street parking, and using a car parking requirement of 2 spaces per house – and this is 1 less than the 3 space stipulation in Wrexham Council's LPGN16 – this means there is a total requirement for 42 car park spaces. If we take into account the garage/off-road parking facility for 7 vehicles available to house No's 88 to 100 on Erddig Road, this leaves a maximum of 35 spaces required, with 38 spaces available: excluding 86 Erddig Road and the other HMO on the same road.

Bath Road

The length of roadway available for parking measures 71 metres.

This equates to a maximum of 14 spaces.

A block of 8 two-bedroomed flats on Bath Road requires 16 spaces. A former student hostel on Bath Road has recently been converted to 14 rooms with 1 bed space each. This hostel is fully occupied by workers on the new prison, and naturally they all have cars. There are spaces for 9 vehicles on site, which leaves 5 occupants seeking car parking space on Bath Road.

So, residents/tenants on Bath Road **need 21** car parking spaces and the maximum availability is **14**.

Council refusal on 2 November to remove and vary the conditions

The application for variation of original condition No.1 - replacing the word 'students' with the word 'tenants' - and removal of condition No.2 imposed under planning permission code No. P/2012/0185 was refused by Wrexham County Borough Council's Head of Community Wellbeing and Development. In reaching this decision, the Council made specific reference to the relevant policies in the Wrexham Unitary Development Plan as follows:

1. Policy GDP1: *All new development should:*

a) *'Take account of personal and community safety...ensure safe and pedestrian and vehicular access...and in the nearby locality.'* (GDP1[a])

The roads around 86 Erddig Road are some of the oldest – if not **the** oldest – in the borough. The applicants' property stands on an extremely dangerous, blind junction, where Erddig Road, Bath Road and Sontley Road converge. Cars travelling south along Erddig Road and wishing to continue along that road, have to make a 90 degree turn, followed by a similar acute turn in order to comply with traffic markings: at exactly the point where traffic from Bath Road is exiting on to Erddig Road. Because of the difficulty in a manoeuvre necessary to comply with the junction's road markings, almost without exception vehicles 'cut' the corner, jeopardizing the safety of cars emerging from Bath Road onto Erddig Road or on to Sontley Road.

In addition, vehicles on Erddig Road are not aware of the exit from Bath Road until they are on the junction, and traffic emerging from Bath Road cannot see traffic travelling along Erddig Road because of the geometry of the road and the boundary wall of 86 Erddig Road. (Please see photographs enclosed).

b) *'Ensure safe and convenient pedestrian...and in the nearby locality.'* (GDP1[d]).

On 18 September 2013, a local resident had the misfortune to collide with a 10 year old girl who lives at 94 Erddig Road. Her parents had just parked their car and the daughter got out and ran across the road straight in front of the local resident's car, who was

turning right out of Bath Road into Erddig Road. Because the driver lives in the area and knows the danger inherent in the junction, the vehicle was travelling at not more than 20 mph. The young girl was shaken but uninjured, and the parents thanked the driver for his safe driving. No action was taken by the police. However, the driver said that not more than 20 seconds before he exited Bath Road, a vehicle travelling south on Erddig Road cut the corner and continued along that road at a speed in excess of 30mph. Had the young girl ran out in front of that car, there would have been a completely different outcome.

This incident is very relevant to the appeal because Erddig Road and Bath Road are used extensively by children from St Joseph's Secondary School, Saint Giles Primary School, and Victoria Primary School. (please refer to the enclosed map). Between 8am and 9am, and 3-15 pm and 4pm, the parking congestion on the roads surrounding 86 Erddig Road and the traffic flows during those periods represents a real danger to the safety of school children and other pedestrians.

We can show you footage from our CCTV cameras if you would like confirmation of the traffic flows and numbers of schoolchildren in the area at the specific times specified above.

c) *'Ensure the safety and amenity of the public.'* (GDP1[f])

'Amenity' is a broad concept and not formally defined in planning legislation or procedural guidance.

I don't think anyone would disagree that the ability of residents to park their cars outside, or close to their homes, is for them the **most important** amenity. It is a wonderful area in which to live, and the houses are extremely attractive architecturally. It is a unique area of the Borough. But this means nothing to home owners if they can't find a parking space.

d) *'Secure development of sustainable communities...well-being of the area.'* (GDP[k]).

If residents find their amenity (parking) so adversely affected that they decide to move, the Erddig Road community will be unsustainable. Community well-being – enshrined in the Wales Well-being of Future Generations Act 2015 – depends on having access to things that make life worthwhile: our needs and wants. And all homeowners need, and want somewhere to park their cars! This latter amenity is central to a safe and well-connected community, and is particularly relevant in a conservation area.

2. **Policy T8 (parking): 'Special regard will be paid to:**

d) *'road safety hazards and amenity considerations arising from on-street parking in the vicinity of this site.'*

This is the most important policy that the Council needed to adhere to with regard to planning considerations arising from the change of use at 86 Erddig Road. They have done exactly that by responsibly imposing 2 conditions that will prevent exacerbation of an already acute parking congestion problem that we have detailed above.

3. Policy H4 (sub-division of existing dwellings)

'..will only be permitted where... (b) proposals accord with GDP1'

In regard to an HMO change of use, this policy clause further enforces and underlines the GDP1 principles outlined above.

We hope that our views as residents, together with your site visit, will enable you to reach the conclusion that refusal is recommended in this case.

[REDACTED]

Mr D.A. Cole

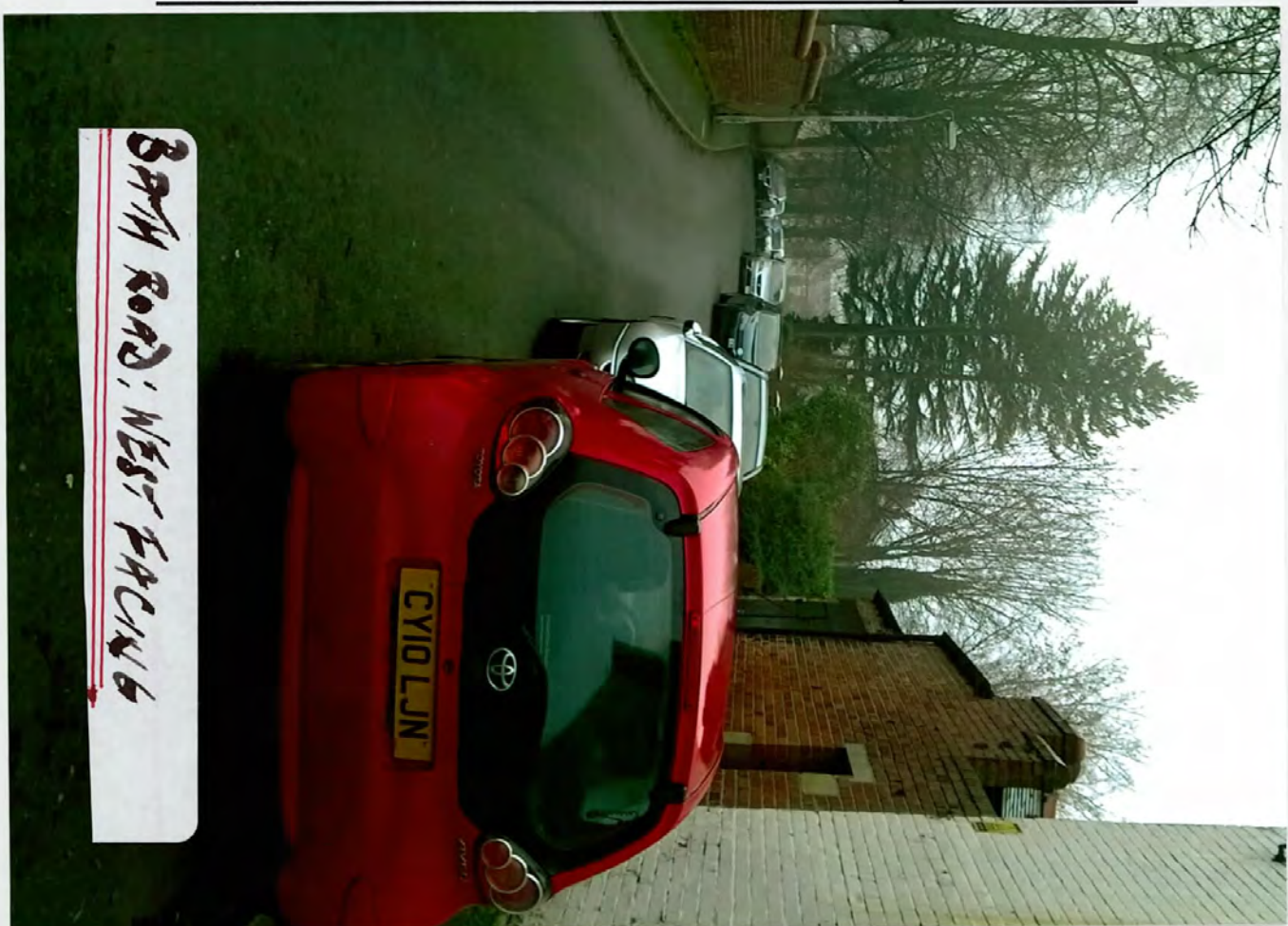
Mrs A. Cole

[REDACTED]

DANGEROUS JUNCTION: ERDDIG/BATH ROADS



PARKING CONGESTION: ERDDIG/BATH ROADS



BATH ROAD, WEST FACIN 6



BATH ROAD, EAST FACIN 6

PARKING CONGESTION: ERDDIG/BATH ROADS



