Report of the Chief Officer Economy and Planning

Application Reference
P/2025/0607

Applicant
Mr. Shaun Myddleton

Agent
Simon Smith

Site Address
96 ERDDIG ROAD, WREXHAM, LL13 7DR

Description of Development
ISRANNU ANNEDD I 2 RHANDY / SUBDIVISION OF DWELLING INTO 2 APARTMENTS

Ward
Offa/Offa

Community
Offa/Offa

Recommendation
Grant

Officer Report

Site Description
The site lies within a residential area comprising terraced properties of traditional design which front onto Erddig Road. The existing property has 5 no. bedrooms, small front garden and an existing rear amenity area comprising an area of hard standing and small yard area, and associated land beyond.



Proposal
The application seeks planning permission for the subdivision of the existing dwelling into 2 apartments. A 1 x 1 bedroom unit on the ground floor which is accessed from the rear, and a 1 x 2 bedroom unit on the first floor which is accessed from the front. There would be no alterations to the exterior elevations of the building. Bin and cycle storage facilities would be provided at the rear of the site, with 2 new parking spaces proposed beyond.

Reason for Committee Determination
Individual letters of objection received from the owners/occupiers of 3 or more properties.

Site History
P/2025/0101 - CHANGE OF USE OF BUILDING FROM CLASS C3 DWELLING TO CLASS C4 HMO (MAXIMUM 5 PERSON OCCUPANCY) - Permission Refused on 08/07/2025.

Development Plan
Unitary Development Plan
UDP PS1 - The Broad Location Of Development
UDP PS2 - The Broad Location of Development
UDP Policy EC6 - Biodiversity Conservation
UDP Policy EC7 - Conservation Areas
UDP Policy EC14 - Protection of Controlled Waters
UDP Policy H4 - Sub-division of Dwellings
UDP Policy T8 - Parking

Local Planning Guidance Notes Nos. 16 (Parking Standards) and 21 (Space Around Dwellings) are relevant also.

Consultation Responses
Community Council:
No response received.

Local Member:
No response received.

Welsh Water:
Recommends a condition to ensure that no surface water is allowed to drain to the public sewerage system.

Natural Resources Wales:
Recognising the specific nature of the application, satisfied that the proposal is unlikely to increase the amount of phosphorus entering the SAC catchment and the application can be screened out.

Highway Officer:
Raises no objection on highways grounds. Advises that the development is unlikely to result in any significant increase in parking demand compared with the current residential use and notes that the property is located in a relatively sustainable location.

Comments that:

- LPGN 16 would normally require the existing 5 bedroom dwelling to provide a maximum of 4 parking spaces. In comparison, LPGN 16 would require the proposed 2 units to also provide 4 parking spaces. The parking demand for the proposal is therefore no greater than the existing use as a 5 bedroom house.

- 2 parking spaces are proposed to the rear of the site which is considered to be a betterment upon the existing parking arrangements. The visibility splays from the access are substandard however, this is an existing access already serving off street parking.

- Active Travel Act Guidance on spacing of Sheffield cycle stands recommends 1200mm between stands and from stands to any immovable object – eg. bin store/wall.

- The submitted plans do not provide sufficient detail regarding cycle parking and therefore further information is required.

- Suggested that a covered cycle shelter by installed.

Conservation Officer
Advises that no changes are proposed to the building's exterior. Comments that any areas that need repairing should be done so with matching materials. No impact is expected on the significance of the conservation area.

Public Protection Officer
No objections. Recommends that a condition be attached to secure details of sound proofing, for further approval.

Contaminated Land
No comments to make.

Neighbours:
The owners/occupiers of 26 nearby properties notified 27.10.2025

5 letters of objection received expressing the following concerns:

- Parking problems on surrounding streets and increased demand for parking,
- The on-site parking should be implemented before the apartments are occupied,
- Access to the bin store for the first floor residents would be via Bath Road which would likely lead to bins being stored at the front of the building,
- The rear area is not properly lit, making access to the ground floor apartment difficult in the hours of darkness,
- These apartments could be used as 2 HMOs which could increase the occupancy,
- Access into to the ground floor apartment is from the rear, which is poor,

- The conversion scheme is insensitive to the building and not well considered.
- There are inaccuracies on the plans which show a door and window in the wrong place on the rear elevation

Background

Planning permission was refused in July this year for a change of use of the dwelling into a HMO on the grounds that it would have led to an over concentration in HMOs within a 50 metre radius of the site. The applicant has reconsidered the potential for use of the property and now proposes to subdivide the dwelling into 2 units.

Principle of Development

The site lies within the defined settlement limit for Wexham where Policy H4 allows for the subdivision of dwellings where:

a) sub-division is possible without major alterations, extensions, or additional new buildings which would significantly alter the character of the original dwelling; and
b) proposals accord with Policy GDP1; and
c) adequate private open space is available.
d) the proposal would not result in the over-concentration of Houses in Multiple Occupation to the detriment of crime levels, the social fabric of the area, and the amenity of existing residents.

Dealing with each of the above in turn:

a) Extent of extensions/alterations

No extensions or external alterations are proposed.

b) Compliance with policy GDP1

Issues of amenity and parking will be dealt with separately.

c) Private open space

The property has curtilage/garden area to the rear of approximately 100 sq.m. This is large enough to provide space for bin and cycle parking, external drying space and outdoor amenity space for the occupants of the apartments.

d) Concentration of HMO properties

Policy H4 of the Wrexham Unitary Development Plan allows for the change of use of dwellings to Houses in Multiple Occupation (HMO) provided the proposals would not result in an over-concentration of such uses. At present 10% (4/40) of the residential properties within 50 metres of the site are currently in use as

HMOs. However, since this application does not propose a change of use to HMOs, this test is not relevant to the application under consideration.

Having regard to the above, the principle of development is acceptable and accords with UDP policy H4.

Design

The existing dwelling would be subdivided into 2 apartments. However, no external changes to the exterior of the building are proposed. On the ground floor would be a 1 bedroom unit with lounge, kitchen and dining room. On the first floor would be 2 bedroom with lounge/kitchen/diner and a study. The habitable rooms are all of a size sufficient to meet modern day standards and are all served by windows in external elevations to provide natural daylight and ventilation.

Concerns raised by local residents that bins may be stored in the front garden of the dwelling are noted. However adequate bin storage space has been proposed to the rear of the which can be accessed by occupiers of the first floor apartment via Bath Road, in the same way as accessing the parking area. Residents of the ground floor would also be able to access the bin store directly from their property. Accordingly, there is no reason to conclude that the proposed development would result in bins being stored in a manner that detracts from the character of the area.

In consideration of the above, the proposed design of the apartments accord with UDP polices GDP1 and H4.

Impact on Neighbouring Amenity

The number of bedrooms at the property would not increase as a result on this application, therefore the potential movement of people and vehicles associated with the property is unlikely to change significantly. Though there will perhaps be more pedestrian movement to the rear of the site from the new parking area and to access the ground floor, this is unlikely to have a significant impact upon the living conditions of the occupiers of neighbouring properties.

The Council's Public Protection officer has recommended that a scheme of soundproofing is implemented to protect amenity. Subject to this, they raise no concerns to the proposed development. The scheme of soundproofing could be required by a suitably worded condition.

Taking the into account it is unlikely that the proposal would result in significant harm to the living conditions of the occupiers of neighbouring properties. The proposed development therefore accords with UDP policies H4 and GDP1.

Highway Considerations

Due to a lack of off-street parking provision, the current occupiers of existing properties in the area are reliant upon on-street parking.

Guidance in LPGN16 advises maximum parking provision of 4 spaces for the existing 5 bedroom dwelling. The maximum parking provision for the proposed development is also 4 spaces.

There is currently a redundant piece of land served off an existing rear access driveway (from Bath Road). It is proposed to use this area to provide 2 on-site parking spaces, properly surfaced and marked out. This would provide off street parking for the occupiers of the development and be of wider benefit by reducing on street parking demand. In addition, 4 no. Sheffield style cycle stands are proposed provide secure storage facilities on the land between the proposed parking area and the rear yard.

The visibility splays from the access to the proposed parking spaces are substandard. However, this is an existing vehicular access already serving off street parking. The Council's Highway Officer has therefore confirmed that there a no concerns regarding highway safety.

The submitted plans provide details of a dedicated cycle parking area within the rear garden of the property. The Council's Highway Officer has suggested further details be provided and that a covered cycle shelter also be considered. However, the submitted details confirm that there would be 4 secure cycle parking spaces, which accords with LPGN16 guidance. LPGN16 guidance does not set out any requirements for covered cycle shelters. In addition, the submitted plans represent a significant improvement in active travel provision because the existing dwelling lacks any dedicated cycle parking provision. The absence of the details requested by the Council's Highway Officer would therefore not, by itself, be a valid reason to refuse planning permission.

Having regard to the above, the development proposed is unlikely to give rise to parking or highway safety concerns in the vicinity of the site. It therefore accords with UDP policy T8.

Historic Environment

The site lies within the Fairy Road Conservation Area. No changes are proposed to the exterior of the building are proposed. The proposed development would therefore preserve the character of the Conservation Area, complying with UDP policy EC7.

Natural Environment

The proposed development is unlikely to increase the number of occupiers compared to the existing situation and is therefore unlikely to increase the volume of phosphorus generated. It is therefore unlikely that there would be a significant effect on the River Dee and Bala Lake Special Area of Conservation (SAC). The proposed development would therefore accord with UDP Policies GDP1, EC6 and EC14.

Other Considerations

Concerns have been raised about the potential for the proposed flats to be used as HMOs. However, the application proposes to use the existing dwelling as two flats, not HMOs. Planning permission would for change of use in order for all or part of the property to be used as a HMO. Granting planning permission for the change of use would not bind the Council in the consideration of any future planning application.

Conclusion

It is considered that the proposed development would have no unacceptable impact in respect of visual amenity or highway safety. It is considered that the proposal would not have a significant adverse impact on health or quality of life, having particular regard to residential amenity. It therefore accords with the relevant UDP policies.

Conditions

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 following plan(s) and document(s):

   - FIGURE 2: SITE PLAN, SHEET 2
   - FIGURE 6: GROUND FLOOR PLAN, SHEET 4
   - FIGURE 5: FIRST FLOOR PLAN, SHEET 4
   - FIGURE 9: CYCLE AND BINSTORE LAYOUT, SHEET 5
   - FIGURE 10: GREEN INFRASTRUCTURE STATEMENT, SHEET 6

3. The development hereby permitted shall not be occupied until a scheme of noise insulation and attenuation measures between the ground and first floor has been implemented in accordance with a scheme that has first been submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be permanently retained in accordance with the approved scheme.

4. The Net Biodiversity Benefit (NBB) measures detailed within the approved GIS referenced: FIGURE 10: GREEN INFRASTRUCTURE STATEMENT, shall be implemented in full, prior to first occupation /

use of the development, and thereafter maintained for the lifetime of the development.

5. The vehicular and cycle parking/storage areas as shown on the plans referenced 'FIGURE 9: CYCLE AND BINSTORE LAYOUT' and 'FIGURE 2: SITE PLAN' shall be fully laid out, affixed, 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 of vehicles and secure storage of cycles at all times.

6. 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.

10. No part of the internal layout shall be altered or number of bedrooms increased to that shown on the approved plans referenced FIGURE 3: GROUND FLOOR SCALE and FIGURE 4: FIRST FLOOR.

Reasons

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. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

4. To ensure the development delivers net benefit to biodiversity in accordance with paragraph 6.4.5 of Planning Policy Wales 12.

5. To provide for the parking of vehicles and secure storage of cycles clear of the highway in accordance with Policies GDP1 and T8 of the Wrexham Unitary Development Plan.

6. 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 in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

10. To ensure the safeguarding of the River Dee and Bala Lake SAC from increased levels of pollution in accordance with policies GDP1, EC6 and EC14.

Notes
The permission hereby granted does not authorise encroachment upon, or interference with, the adjoining property.

Notes
You are advised that building work which involves work on an existing wall shared with another property, building on the boundary with a neighbouring property or excavating near a neighbouring building may require the separate consent of the neighbour under the provisions of the Party Wall Act. If you require further information or advice please contact the Building Control Section on 01978 298884.

Notes
The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

Notes
You are advised that the planning permission hereby granted does not authorise any building over, diversion, connection or other interference with any sewer, public or private, which crosses the site. You are advised to contact Welsh Water in this regard, prior to undertaking any groundwork in connection with the development. Should you be required to depart from the details hereby approved, you should

contact the Council's planning department to seek further advice with regard to the submission of amended plans and / or a new planning application.

Notes
Detailed advice has been issued by Natural Resources Wales which is available on the Council's planning applications website.

Notes
In line with the Welsh Government's decarbonisation targets, Welsh Government published the Electric Vehicle Charging Strategy, setting out its plans for charging electric cars and vans in Wales. In the interest of supporting and encouraging low emission vehicles, in the interest of air quality enhancement, and to comply with the aims and objectives of the Electric Vehicle Charging Strategy, we encourage the provision of electric vehicle charge points and recommend the following minimum standard for numbers and power output:· One Standard Electric Vehicle Charging Point providing a continuous supply of at least 16A (3.5kW) for at least 10% of parking spaces;

· A Standard Electric Vehicle Charging Point is one which is capable of providing a continuous supply of at least 16A (3.5kW) and up to 32A (7kW). The higher output is more likely to be futureproof;

· The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity;

· The installation must comply with all applicable electrical requirements in force at the time of installation.

Notes
All works in relation to the implementation of this permission, including deliveries to and /or leaving the site, should be undertaken only between the hours of 07.30 to 18.00 Monday to Friday, 08.00 to 14.00 on a Saturday, and at no time on a Sunday or a Bank Holiday. Outside these times, any works which are audible beyond the site boundary have the potential to cause unreasonable disturbance to neighbouring premises.

The applicant is advised that the Council has the option to control construction noise by serving a Control of Pollution Act 1974, Section 60 Notice where deemed necessary, and failure to comply with such a Notice can result in prosecution.

The applicant is further advised that any complaints received relating to noise of any type from the development may also be investigated using the Council’s Standardised Procedure for Dealing with Noise Nuisance Complaints. This is done

under the Statutory Nuisance provisions provided within the Environmental Protection Act 1990, and legal action may be taken where appropriate.

The applicant must adhere to the times given above wherever possible. If, however, there are urgent or unavoidable circumstances requiring work outside of the specified times, permission to proceed may be sought by contacting Environmental Health & Housing Standards at healthandhousing@wrexham.gov.uk or 01978 292040. Please use the same contact details for any other enquiries regarding construction / demolition site noise.