Planning Design and Access Statement

Proposed Single Garage & Workshop, rear access alterations, and creation of a new front off-street parking bay.

39 Clifton Avenue, LL11 5FS

Application

This Planning, Design and Access Statement has been prepared by myself, Peter Healey (the Applicant), to support a revised planning application submitted to Wrexham Council (Local Planning Authority) for a proposed single garage and workshop, an extended rear dropped kerb, and the creation of a new front off-street parking bay at 39 Clifton Avenue, Brymbo, Wrexham, LL11 5FS.

This submission follows the refusal of my previous application (Ref: P/2024/1694) and the subsequent appeal decision (Appeal reference: CAS-04686-L1H8G5) determined on 24/04/2026. The proposed scheme has been comprehensively redesigned to directly address the feedback provided by the Planning Inspector, N Jones.

Specifically, the Inspector noted two main issues with the previous design: first, that a flat roof would be an incongruous feature at odds with the prevailing pitched roofs locally, and second, that a double garage functioning as a workshop would likely result in unacceptable overspill parking on the adjacent highway near the cul-de-sac.

By significantly altering the design to a pitched-roof single garage that reflects the local brickwork and roof forms, and by solving the highway safety concerns through the creation of a dedicated front off-street parking space, this revised proposal successfully overcomes all previous objections regarding character, appearance, and parking safety. Crucially, the Inspector already concluded that a garage in this

location would not harm the living conditions of neighbouring occupiers, a benefit that is preserved in this revised application.

This statement has been constructed to demonstrate the suitability of this proposal in relation to the site location and evaluate its accordance with National and Local planning policies.

Site Location

The property comprises a semi-detached, red brick finished, pitched roof dwelling within an established residential setting of similarly styled housing. It fronts onto a cul-de-sac at the northern tip of Clifton Avenue, just south of Brymbo.

The dwelling benefits from a spacious front garden, as well as a rear curtilage lodged between my garden and the garden of the dwelling to the south. The property currently has an off-road parking space accessed via an existing dropped kerb from Clifton Avenue to the east.

As per the council's Local Plan, the site location is not associated with any significant planning constraints or landscape designations. The proposed development aligns with the area's established character and planning policies, and the property is well-served by local amenities, transport links, and infrastructure.

Proposed Development

Planning permission is sought for the construction of a single garage and workshop at the rear of the property, alongside an extended rear dropped kerb, and the creation of a brand new off-street parking bay at the front of 39 Clifton Avenue.

Currently, there is only one off-road parking space at the property (shown in Figure 1). The previous appeal decision raised concerns that a double garage functioning as a workshop could limit internal parking space, potentially leading to vehicles parking on the adjacent highway. To completely resolve this, my revised proposal creates two entirely separate, fully compliant off-road parking spaces—one at the

rear and one at the front—ensuring all parking needs are met within the curtilage of the dwelling without impacting the street.

Rear Garage and Access

To facilitate safe access to the rear, the existing dropped kerb will be extended by 2.743m to accommodate 1 additional ramped kerb and 3 dropped kerbs. This ensures ample space for a vehicle to enter and leave the site efficiently.

The new single garage will be positioned in the rear curtilage, measuring 5.5m in width and 6.0m in depth. It has been reoriented to run parallel to the rear boundary, maintaining deliberate maintenance gaps of 300mm and 450mm from the boundary lines. It is set back significantly from Clifton Avenue, maintaining a large distance of 7.113m between the garage and the rear wall of the house, preserving substantial green space.

Crucially, to address the Inspector's feedback regarding visual character, the garage has been redesigned with a pitched roof. The construction will utilise red brick and roof tiles to seamlessly match the existing dwelling and the prevailing roof forms of the local area.

Front Driveway and Access

To further enhance off-street parking capacity, a new 2.6m x 5.8m parking bay will be created in the front garden. This will require the removal of a 2.6m section of the existing front timber fence. Access to this new bay will be provided via a new dropped kerb on Clifton Avenue, consisting of 3 flat kerbs and 2 ramped kerbs. The driveway will be constructed using tarmac to match the existing street scene, conforming to the character of neighbouring properties.

Overall, this revised proposed development significantly enhances the functionality of the property, actively removes parking from the adjacent highway, and maintains

the character and appearance of the existing dwelling and surrounding residential area.

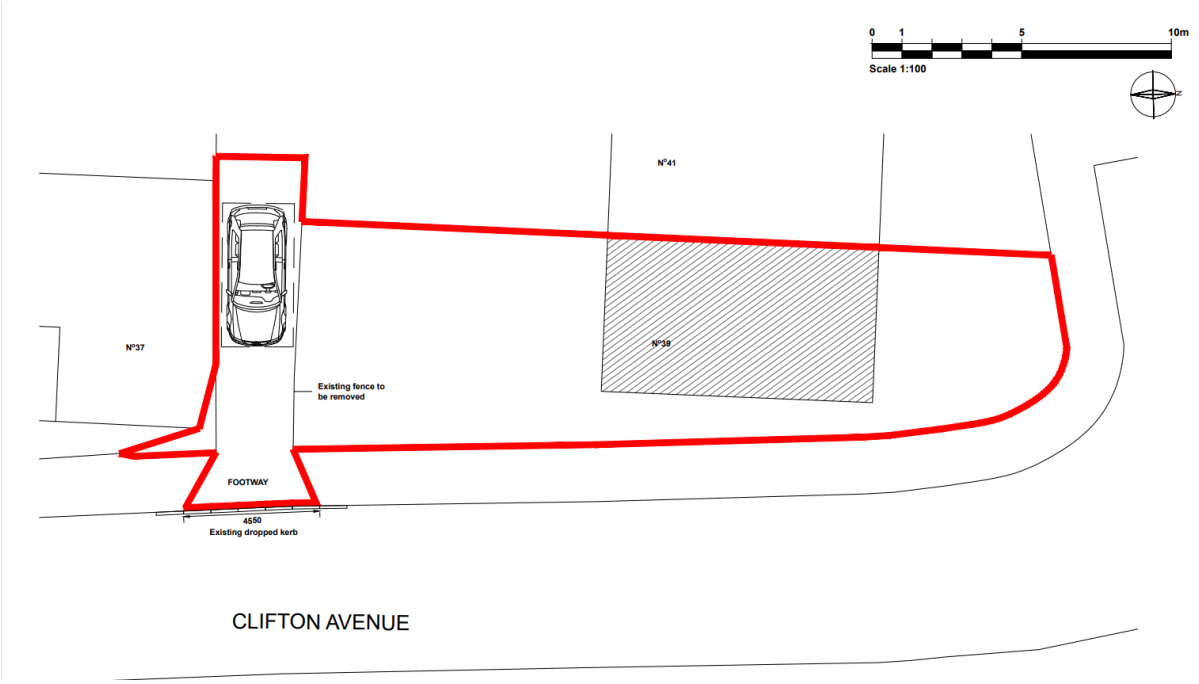


Figure 1: Existing Site Plan showing current rear parking and front boundary (Drawing Ref: 39CA-EX-01)

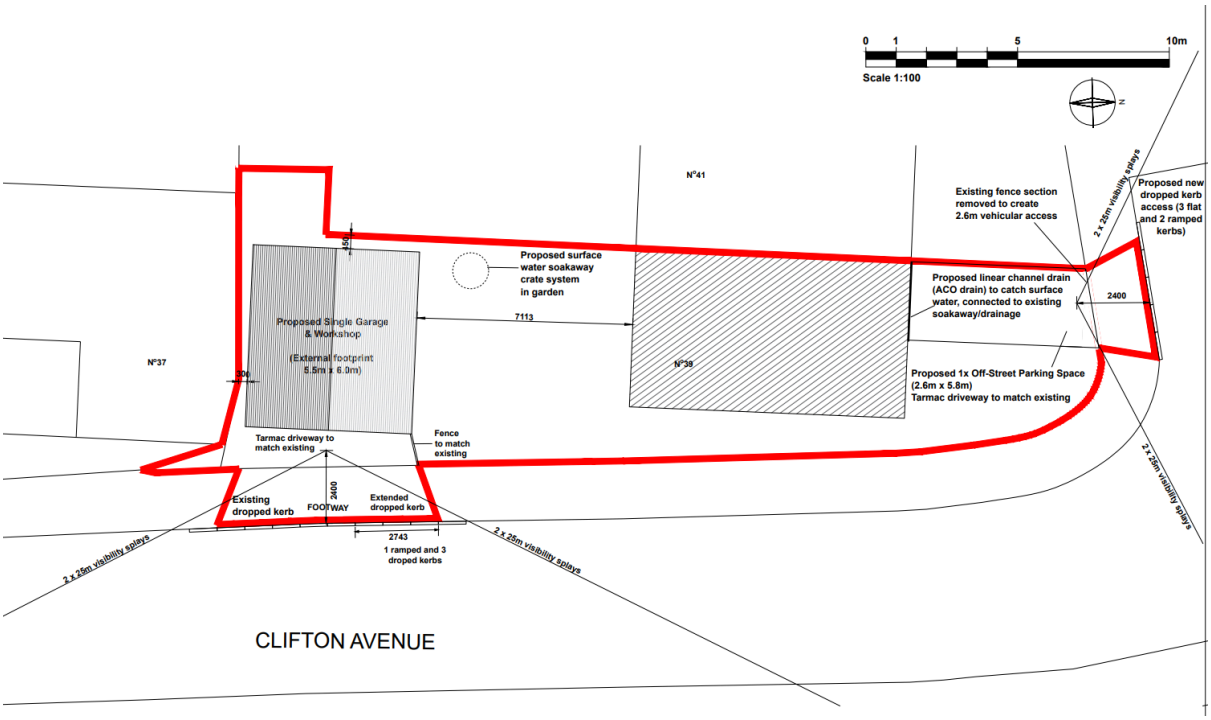


Figure 2: Proposed Site Plan detailing the new single garage, front off-street parking bay, and visibility splays (Drawing Ref: 39CA-PRO-02)

Drainage Strategy

To ensure the proposed development complies with Sustainable Drainage Systems (SuDS) principles and does not increase the risk of surface water flooding, a comprehensive drainage strategy has been integrated into the design.

- **Rear Garage:** Rainwater runoff from the new pitched roof of the single garage will be collected via standard guttering and downpipes, and directed into a newly installed sub-surface water soakaway crate system located securely within the rear garden.
- **Front Driveway:** The new front off-street parking bay will be surfaced with tarmac to match the existing street scene. Because the natural fall of the land slopes towards the dwelling, a linear channel drain (ACO drain) will be installed flush against the front wall of the house. This will catch all surface water from the new driveway and connect safely to the existing drainage/soakaway system, preventing both pooling against the property and excess runoff onto the public highway.

Planning History

There have been several applications of relevance at the site. Most notably, this current application has been submitted to directly address and rectify the concerns raised in the most recent appeal decision:

- **P/2024/1694** – Double garage with driveway and access via an extended dropped kerb to the rear of the property – Refused 23/10/2025. (Appeal Ref: CAS-04686-L1H8G5 – Dismissed 24/04/2026). *This revised submission has been explicitly redesigned to overcome the Inspector's reasons for dismissal regarding scale, roof form, and highway parking safety.*

- **P/2009/0485** – Erection of 120 no. Two, three and four bed residential dwellings (plot substitution for dwellings outstanding pursuant to planning permission ref: P/2006/1065) - Granted 24/11/2009.
- **P/2006/1065** – Residential Development (197dwellings) and associated works - Granted 27/06/2007.

Planning Policy

The following policy and guidance documents are recognised as material considerations for the decision of the associated application at the site location.

National Policy

- Future Wales – The National Plan 2040
- Planning Policy Wales Edition 12 (2024) PPW12
- Technical Advice Note (TAN) 5 Nature and Conservation and Planning (2009)
- TAN 12 Design (2016)
- TAN 18 Transport (2018)

Wrexham Local Development Plan (2023)

- Policy SP2: Location of Development
- Policy SP12: Design Principles and Masterplanning Framework
- Policy DM1: Development Management Considerations
- Policy T1: Managing transport impacts
- Local Planning Guidance Notes (LPG) No.16: Parking
- Local Planning Guidance Notes No.20: House Extensions
- Local Planning Guidance Notes No.21: Space around Dwellings
- Local Planning Guidance Notes No.32: Biodiversity and Development

National Planning Policy

PPW12 introduces the concept of placemaking whose positive implementation through good design is to ensure people and community well-being.

Page 7 states: "Sustainable Development" means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.

Analysis: The proposal will positively contribute to all three pillars of sustainability and placemaking outlined in the PPW12. From a social perspective, the revised proposal provides a comprehensive parking strategy (delivering two separate, fully compliant off-road parking spaces) to improve the accessibility and functionality of the property without negatively impacting the public highway. From an environmental perspective, the proposal will not erode the landscape character, will not impact on any protected species, and introduces sustainable surface water drainage. Economically, the proposal will help stimulate economic activity at a local level as local fitters and suppliers will be sought following planning approval. This will contribute to placemaking for existing and future occupiers and ensure occupant wellbeing.

PPW12 states that good design is fundamental to achieving sustainable places and is not simply about the architecture of a building or development but the relationship between all elements of the natural and built environment and between people and places.

Analysis: The proposal will result in a well-designed and functional addition to the dwelling. The character of the proposed garage has been extensively revised to be entirely appropriate, now featuring a pitched roof and utilising materials that perfectly match the existing dwelling, ensuring it integrates seamlessly with the surrounding area and addresses the Inspector's previous concerns. Its location and subordinate scale ensure that it will not negatively impact the visual amenity of the site or the wider streetscape. The proposal will not overdevelop the site or detract from the character of the dwelling. Furthermore, it will have no adverse impact on neighbouring properties or the wider community, fostering a positive relationship between the built environment and the surrounding area.

Local Planning Policy

Policy DM1 of the Wrexham Local Development Plan outlines the general requirements for development in the county and is informed by TAN 12. In summary, Policy DM1 emphasises that development proposals must enhance or complement the character, local distinctiveness, and appearance of the site and its surroundings. This includes considerations such as the siting, layout, scale, height, design, use of materials, and landscaping. Developments must be well-integrated into the existing environment and ensure that they do not negatively impact the visual amenity of the area. In addition, the design should promote high-quality, sustainable solutions that meet local needs while respecting the built and natural surroundings. The overall aim is to ensure that new developments contribute positively to the area's character and create functional, attractive, and sustainable spaces.

This application raises the following planning considerations:

1. Impact on character and appearance of the area
2. Impact on amenity of neighbours and host dwelling
3. Impact on parking, vehicle and pedestrian safety



Figure 3: Streetview of Clifton Avenue. The red arrow indicates the rear of the site where the new garage will be situated (largely obscured). Note the strong prevalence of front-facing driveways along the street, which the proposed new front parking bay will perfectly match.

Planning Assessment

Design Impact

The proposal is in keeping with the principles of Policy DM1 above, as careful consideration has been given to scale, massing, density, and siting to ensure the development complements the local distinctiveness of the area.

The Rear Garage:

The garage has been significantly scaled down to a single-vehicle footprint and reoriented to the rear of the dwelling. Given the context of the site, this positioning ensures that the structure is highly unobtrusive from the main streetscape of Clifton Avenue. Crucially, addressing the specific feedback from the Planning Inspector regarding visual character, the roof design has been completely amended from a flat roof to a pitched roof. Combined with the use of matching red brick and roof tiles, this ensures the garage is no longer an incongruous feature. It is now a highly subservient and harmonious addition that fully respects the prevailing roof forms and materials of the locality.

The Front Driveway:

As demonstrated in Figure 3, the streetscape of Clifton Avenue is distinctly characterised by properties with front-facing driveways and integrated off-street parking. The creation of a new tarmac off-street parking bay at the front of the application site perfectly reflects this established urban form. It integrates seamlessly into the cohesive, residential appearance of the street, matching the existing front boundary treatments and hardstanding materials seen on neighbouring plots.

Overall, the revised design demonstrates a high level of sensitivity to the local built environment. It successfully overcomes previous visual objections, ensuring the proposal positively contributes to the character and appearance of the street scene and is fully compliant with Policy DM1.

Amenity and Scale Justification

Living Conditions and Amenity

The proposed development has been carefully designed to ensure it respects the residential amenity of neighbouring occupiers. The garage is located 7.113m from the rear wall of the house, providing a highly significant buffer between the structure and adjacent dwellings. As confirmed by the Planning Inspector in the recent appeal decision (CAS-04686-L1H8G5), a garage structure in this location "would not be an unduly dominant or oppressive feature seen from those dwelling or their gardens".

Furthermore, the Inspector formally concluded that owing to the distance from dwellings, "there would be no unacceptable loss of light" and high-level windows would successfully safeguard against any overlooking. By reducing the previously refused double garage down to a single garage footprint, this revised proposal retains significantly more functional outdoor garden space for recreation and relaxation, actively improving the amenity of the host dwelling compared to the previous scheme.

Scale and Use Justification

While the proposed footprint of 5.5m x 6.0m is generously proportioned for a single garage, this scale is strictly necessary for safe and practical functionality. The dimensions ensure sufficient internal clearance to accommodate a larger modern vehicle (such as an SUV) while allowing the doors to be fully opened for comfortable and accessible entry and exit. Crucially, the internal space provides the necessary safe working clearance around the proposed inspection pit, ensuring tools and fixed equipment can be used safely without ever forcing a vehicle to be parked on the adjacent public highway.

Incidental Use

To provide absolute reassurance to the Local Planning Authority regarding noise and disturbance, the Applicant explicitly confirms that the garage and inspection pit will be used strictly for personal, domestic purposes incidental to the enjoyment of the dwelling house. No commercial business or commercial vehicle repairs will be conducted at the site. As the Planning Inspector previously concluded regarding this

site, such incidental domestic activities undertaken within the building offer noise-dampening effects, making it "unlikely that unacceptable noise or disturbance would occur as a result of the proposal".

Highways and Access

Policy T1 of the Wrexham Local Development Plan (LDP) states that new development should provide "appropriate levels of parking and ensure access arrangements for the site to allow for safe manoeuvring".

In the recent appeal decision (CAS-04686-L1H8G5), the Planning Inspector raised a specific concern regarding highway safety. The Inspector noted that because LPGN 16 does not count garages towards on-site parking provision, the previous double garage design might lead to "overspill parking on the street" which could "restrict visibility for drivers emerging from the cul de sac".

This revised application has been fundamentally redesigned to completely eliminate this concern. To ensure strict compliance with the maximum 2-space requirement set out in LPGN 16, this proposal introduces a brand-new, dedicated off-street parking bay at the front of the property, measuring 2.6m x 5.8m. This space comfortably exceeds the minimum residential parking standard of 2.4m x 4.8m.

Combined with the parking availability at the rear, the property will provide ample off-road parking entirely independent of the garage structure. This actively removes the demand for on-street parking, definitively resolving the Inspector's concerns regarding congestion and visibility near the cul-de-sac junction.

Furthermore, safe access has been fully engineered into the design. Both the extended rear dropped kerb and the proposed front dropped kerb have been designed to meet the strict sightline requirements set out in LPG Note 16, providing 2m x 25m visibility splays in both directions, measured to the nearside edge of the footway. This ensures that drivers can enter and exit both driveways without obstructing the visibility of pedestrians or other vehicles.

Consequently, the proposal actively improves local traffic conditions, complies with all relevant parking standards, and guarantees the safety of both pedestrians and vehicles, making it entirely consistent with Policy T1.

Conclusion

This revised proposal delivers significant benefits in terms of enhancing the residential amenity and functionality of the property. Crucially, it represents a collaborative and highly responsive approach to the planning process, having been comprehensively redesigned to successfully overcome every single objection raised by the Planning Inspectorate in the recent appeal decision.

By amending the roof design to a pitched form that perfectly matches the existing dwelling, the proposal preserves and respects the character and appearance of the streetscape. Furthermore, by introducing a fully compliant front off-street parking bay, the development completely mitigates any risk of overspill parking on the public highway, actively improving local highway safety.

Given that the proposal now fully complies with both National and Local planning policies—and resolves all historic material concerns—I kindly request that the Council supports this application.