

DC/2015/01465

DEMOLITION OF EXISTING BUILDING AND ERECTION OF SINGLE DWELLING AND ANNEX

29 HARDWICK AVENUE, CHEPSTOW

RECOMMENDATION: APPROVE

Case Officer: Kate Young
Registered:

1.0 APPLICATION DETAILS

- 1.1 Number 29 Hardwick Avenue was a two story detached dwelling which was damaged by fire several years ago and has remained derelict ever since. Hardwick Avenue is a no through road which serves approximately twenty dwellings, it is located within the Chepstow Conservation Area. The current application seeks a new two story detached dwelling on the site with access off Hardwick Avenue and a detached garage at the rear. Attached to the garage would be a one bedroomed annex. The site is located within the Chepstow town development boundary identified on the LDP proposals map.
- 1.2 Initially this application related to the redevelopment of the site with four flats, but following extensive negotiations with officers, the scale of the proposal has been significantly reduced and the design revised comprehensively.

2.0 RELEVANT PLANNING HISTORY

DC/2015/01466 Conservation Area Consent - Demolition of existing house and provision of a replacement house and garage - Concurrent

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S13 Landscape, Green Infrastructure and the natural environment
S17 Place making and design
S1 Spatial Distribution of New Housing Provision
S16 Transport
S4 Affordable Housing Provision

Development Management Policies

EP1 Amenity and Environmental Protection
DES1 General Design Considerations
H1 Residential Development in Main Towns
MV1 Proposed Developments and Highway Considerations
HE1 Development in Conservation Areas

4.0 REPRESENTATIONS

4.1 Consultation Responses

Chepstow Town Council – Approve

Highways – I refer to previous comments provided on the 27th June 2016 with regard to the demolition of the existing building and multiple flat replacements, the amended proposal to demolish the existing building and replace with a new detached building and separate annex is duly noted and welcomed.

Although I offer no objections to the current proposal in principle I would raise the following issues that that the applicant should consider and introduce;

Hardwick Avenue suffers from extensive parking stress whereby existing residential terraced properties do not have the benefit of off street parking and compete with each other for on street parking; the current proposal will increase the stress if the design and layout of the proposal is not designed well and built out to enable accessible and well provided parking provision. This is a significant issue because the existing derelict property is not currently contributing to the stress and the creation of a drive will further reduce the available on street parking and the new builds will themselves further reduce available on street parking provision if as I say the off street parking provision is not designed well.

In this regard I have concerns with the ability of vehicles to manoeuvre within the curtilage of the property and whether there is sufficient parking provision; if vehicles cannot readily enter and exit in a forward gear then drivers are more likely to park vehicles on street outside the property.

I would therefore wish to see the applicant provide dedicated turning provision for both properties and particularly the annex due to the length and restricted driveway width, this would avoid unnecessary lengthy reversing manoeuvres and on site conflicts and the need to reverse onto what is already a congested street. A minimum of 3 car parking spaces for the new build and 2 spaces for the annex is advised.

I appreciate that the proposal is located in the centre of Chepstow and within walking distance of most amenities and public transport provision, in what may be considered a sustainable location in Monmouthshire. This does not, however, avoid that car ownership for this development is likely to be high and the need to park them off street is essential in this instance to avoid further parking stress. I would therefore recommend that the applicant consider the comments and re-submit amended proposals that address the comments and concerns raised. It should also be noted that the applicant / developer will be required to construct a footway vehicular crossing and I would refer them to the note below.

Welsh Water – No objection subject to conditions [these are covered under the Building Regulations and so are not applied in this instance].

MCC Landscape Officer- I consider the overall impact on the conservation area and street scene to be minimal, subject to a condition relating to materials.

MCC Ecologist - The building to be demolished was found on inspection to offer negligible potential for bats; the dilapidated state of the structure has led to a lack of suitable voids or crevices. Furthermore no evidence of nesting birds was found although there potential was noted for nesting in the future. The garden area was inspected as far as possible although due to the overgrown nature of the site not all the areas were covered. The garden was found to hold low potential for reptiles due to its overgrown state and lack of open basking areas, although there is potential for this area to be used by reptiles as part of a network of gardens in this area and records of slow worm within 150m of the site are noted. I am satisfied that if the report recommendations are implemented, then there should be no negative impacts on biodiversity as a result of the proposed development. If you are minded to grant planning permission for this development then suitable planning conditions are advised below.

4.2 Neighbour Consultation Responses

Seven Letters of support following re-consultation on the amended plans:

All these neighbours have said that they support the application for the redevelopment of the site believing that it will improve the visual appearance of the area. They were pleased that the plans had been reconsidered and made more sympathetic but have several issues they wish to be considered, these being:

The Japanese Knotweed on the site needs to be eradicated properly

Loss of on street parking provision for existing residents

Repositioning of the drive way would be beneficial

The annex should be moved further from the boundary with no 27

Support the design but it could be more contemporary

Height of the garage could be reduced.

Prior to the amendments when the proposal was for four flats there were objections received from three addresses

Exacerbate parking problems

Appearance of the building out of keeping with the area

Balcony would result in overlooking

Adverse impact on the Conservation Area

Proposal is out of scale

Overdevelopment of the site

A family home would be more appropriate than flats.

5.0 EVALUATION

5.1 Visual Impact

5.1.1 The eastern side of Hardwick Avenue is characterised by two rows of terraced properties and a pair of semi detached properties. On the opposite side of the road there is a mix of semi-detached and detached properties. No 29 was a detached property on the eastern side of the street set forward of the established building line. The merits of the demolition of this fire damaged building is being considered in detail in the Conservation Consent Application.

5.1.2 The proposed new build seeks a three story detached dwelling, set back within the plot so that it will sit slightly behind the established building line. The dwelling would be sited to the south of the plot to allow for a driveway to the side of the dwelling enabling off road parking. The proposed dwelling would have a front gable and a pitched roof. It would have a dormer window on the rear elevation as well as one roof light. The dwelling would be finished in red/brown facing brick and natural stone with a natural slate roof. The roof would be half hipped to reduce the overall height of the building. The height and massing of the building would reflect that of other dwellings on the street. The stone wall at the front of the plot will be retained, except where the proposed driveway access would be located. The proposed dwelling would reflect the overall character of the street scene and would enhance this part of the Chepstow Conservation Area. The finishing materials are appropriate for this area. The proposed detached garage and annex will be set behind the house and will not be visually prominent within the street scene. The garage, which is single story, would be finished in facing brick and natural slate to match the main dwelling.

5.1.3 The proposal does accord with the objectives of policy DES1 of the LDP as the new dwelling will contribute towards a sense of place and because the new dwelling will reflect the existing form, scale, siting, massing and materials of neighbouring properties

5.2 Residential Amenity

- 5.2.1 The main property affected by this proposal is no 27 Hardwick Avenue which is an end of terrace property set at a slightly higher level than the proposal due to rising ground levels. Number 27 has a blank gable wall facing towards the site. The proposed dwelling would have a ground floor door on the side elevation facing towards no 27 as well as first and second floor windows, although the latter would serve the stairs and not a habitable room. The existing fire damaged property is sited further forward in the plot, and by moving the proposed dwelling further back the outlook for the occupiers in number 27 is improved. The proposed garage is close to the common boundary with no. 27 but is at least 16 metres from the rear elevation of the house, this combined with the fact that the garage is single story means there is no overbearing impact on the occupiers of number 27.
- 5.2.2 The property on the other side of the new dwelling is no 31 Hardwick Avenue, it is a semi-detached property set away from the common boundary. It has a single story garage on the side boundary adjacent to the proposed dwelling. No 31 has no side windows facing towards the site.
- 5.2.3 The proposal will meet the objectives of criteria d) of policy DES1 and policy EP1 of the LDP as it will maintain reasonable levels of privacy and amenity to the occupiers of neighbouring properties.

5.3 Highways and Parking

- 5.3.1 At present the existing dwelling does not benefit from off street parking and neither do many other properties on Hardwick Avenue which is a no-through road serving approximately twenty dwellings. The current proposal provides seven off street parking spaces as well as a turning area to allow vehicles to enter and leave the site in a forward gear. The level of parking provision is in excess of what is required in the adopted Monmouthshire parking standards which require one space per bedroom up to a maximum of three spaces. By providing off street parking where none exists is an improvement in highway terms. As with many terraced streets residents have to park on the road, it is known that this may lead to some parking stress in the area but by providing adequate off street parking for the new dwelling the parking stress in this area should not be made worse by this proposal. Local residents have suggested that providing a driveway with dropped kerbs for this property will result in one or two on street parking spaces being lost. Although this is the case this loss is more than compensated for by the provision of parking within the site. Local residents have suggested that the driveway be re-positioned in the site (lower down the slope towards no. 31's frontage), but there is not a justification for doing this in highway terms. Overall the parking provision in the area will be improved by this proposal as it provides off street parking in accordance with the adopted standards on a site where no off street parking was previously available. Following the response from MCC Highways the layout plan has been amended and a turning area is now provided within the site.

5.4 Other Issues Raised

- 5.4.1 It is known that there is Japanese Knotweed on the site. MCC Environmental Health Officers have visited the site and will be advising on how to eradicate the weed during the clearance of the site after demolition. The proposed garage is single story with an eaves height of 2.7 metres and a maximum ridge height of 4.9. The roof to the garage has been hipped and this will help to reduce the impact. It is only really the roof that will be seen from the neighbouring property. Although the garage is close to the side

boundary with no 27 it is approximately metres from the rear elevation of no 27 and does not result in any overbearing impact or loss of privacy.

5.5 Affordable Housing Contribution

5.5.1 This application was submitted in November 2015 before the SPG on affordable housing requiring a financial contribution from single dwellings was adopted. Therefore there is no requirement for a section 106 agreement requesting a financial contribution for affordable housing in this instance.

6.0 **RECOMMENDATION: APPROVE**

Conditions:

1. This development shall be begun within 5 years from the date of this permission.
2. The development shall be carried out in accordance with the approved plans

Pre-commencement conditions

3. No building works shall commence until details and samples of the materials to be used for the external wall and roofs have been submitted to and approved in writing by the LPA. Development shall be carried out in accordance with the approved details. Reason: In the interest of visual amenity and the character and appearance of the conservation area; in accordance with LDP policies HE1 & DES1.
4. A one metre square representative sample of the proposed brickwork and stonework and pointing shall be prepared for inspection (note: the sample panel may be provided on the wall to which the rendering/pointing relates) and shall be approved in writing by the Local Planning Authority prior to commencement of works to which the condition relates. Development shall be carried out in accordance with the approved details.
5. Details of the proposed windows and doors to a minimum scale of 1:10 including elevations, vertical and horizontal sections with larger scale details to sufficiently describe the proposed units shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of building works. Development shall be carried out in accordance with the approved details.
6. Details of the boundary treatment for the development, hereby approved, shall be submitted to and approved by the local planning authority before any boundary treatment is erected. Development shall be carried out in accordance with the approved details.

Regulatory conditions

7. Works shall be carried out in strict accordance with the wildlife protection measures described in Section 5 Assessment and Conclusions of the submitted report "29 Hardwick Avenue, Chepstow – Ecological Appraisal" dated October 2016 produced by Abbey Sanders Ecology
Reason: To safeguard species protected under the Conservation of Habitats and Species Regulations 2010 (as amended) and the Wildlife and Countryside Act 1981 (as amended).
8. The development shall include enhancement for nesting birds and roosting bats to include two or more of those recommended in Section 5, Biodiversity enhancements of the submitted report "29 Hardwick Avenue, Chepstow – Ecological Appraisal" dated October 2016 produced by Abbey Sanders Ecology.
Reason: To provide maintain and enhance biodiversity and therefore comply with the Biodiversity Duty in the Environment (Wales) Act 2016 and LDP Policy NE1.
9. The detached annex, hereby approved, shall be used for purposes ancillary to the main dwelling and not used as a separate dwelling.
10. All rainwater goods shall be in cast metal and have a painted finish.

11. External rendering shall not be belled outward over the heads of wall openings or at damp proof course level.

Informatives:

BATS- Please note that Bats are protected under The Conservation of Habitats and Species Regulations 2010 (as amended) and the Wildlife and Countryside Act 1981 (as amended). This protection includes bats and places used as bat roosts, whether a bat is present at the time or not. If bats are found during the course of works, all works must cease and Natural Resources Wales contacted immediately. Natural Resources Wales (NRW) (0300 065 3000).

NESTING BIRDS – Please note that all birds are protected by the Wildlife and Countryside Act 1981. The protection also covers their nests and eggs. To avoid breaking the law, do not carry out work on trees, hedgerows or buildings where birds are nesting. The nesting season for most bird species is between March and September.

Highways informative about footway crossing