

DM/2018/00380

ERECTION OF FOUR NO. ONE-BEDROOM TERRACED MEWS TYPE DWELLINGS, WITH CAR PARKING, LANDSCAPING AND ASSOCIATED WORKS

LAND AT ELM ROAD, CALDICOT - REDUNDANT GARAGE BLOCKS

RECOMMENDATION: Approve

Case Officer: Craig O'Connor

Date Registered: 05/04/2018

1.0 APPLICATION DETAILS

- 1.0 The site lies within Caldicot in a residential area that is characterised by modern two storey semi-detached properties. The existing site accommodates a group of garages that are leased to local residents by Monmouthshire Housing Association (MHA). A notification to demolish the garage was served on the Council in February 2018 (reference number DC/2018/00209) and no further information was required in relation to that demolition. This application seeks to construct four modern terraced properties at the site to replace the garages, with associated parking and landscaping of the site.
- 2.0 The proposed one-bedroom terraced bungalows would be constructed by MHA. The proposed dwellings have been designed by architects from Cardiff University Project Office as part of a larger project to build 'homes for life'. The design of the dwellings has been carefully considered to ensure high energy efficiency and to ensure there is versatility to adapt to change depending on the occupiers' circumstances. The proposed bungalows would be modular and be in the form of a wedge with a cat-slide roof. The proposed properties would have a private courtyard space at the rear of the property. They would have a footprint that would measure approximately 5.2m x 12.5m and would be 6.4m high on the front elevation, falling to 2.7m at the rear. The proposed dwellings would be constructed with a 'Euroclad' metal raised seam roof, the external walls would be white render and the openings would be grey coloured aluminium. The boundary treatments proposed for the site include grey-painted close boarding fencing and stone gabion baskets at the front of the dwellings.

2.0 RELEVANT PLANNING HISTORY

DC/2018/00209 Demolition Notification for the demolition of single storey garage blocks. No further information required March 2018

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

- S1 Spatial distribution of new housing provision
- S4 Affordable housing provision
- S13 Landscape, Green Infrastructure and the Natural Environment
- S16 Transport
- S17 Place making and design

Development Management Policies

H1 Development in main towns
DES1 General Design principles
EP1 Amenity and environmental protection
MV1 Proposed Development and Highway Considerations

4.0 REPRESENTATIONS

4.1 Consultation Replies

Caldicot Town Council – Response to be issued on 26th April 2018

Environmental Health – No objections to the proposals subject to the suggested conditions and informatives. Based on that report I would recommend that a site investigation/risk assessment procedure be undertaken by the developer in accordance with CLR11 “Model Procedures for the Management of Land Contamination”. Should it be considered appropriate to grant planning approval prior to a contaminated land site investigation I would recommend that the conditions (EH01 a-e and EH03) be attached to ensure that the site is fully investigated and, if necessary, remediated to ensure the protection of public health.

MCC Highways Officer – There are concerns that existing off-street car parking provision has been lost as a consequence of the demolition works; it is, however, understood that it did not require planning consent. Therefore we as Highway Authority had no opportunity to comment on the proposals. In light of the aforementioned we would comment on the application as presented which is for the erection of 4 no. one-bedroom dwellings with associated access and car parking. Access to the development is proposed via the existing site access and therefore remains unchanged as part of the proposal. Rear access is being retained for existing properties on Firs Road. The car parking provision is shown at 5 car parking spaces, 1 space for each dwelling with an additional space for visitor parking. The Monmouthshire Parking Standards specifies 1 car parking space to be provided per bedroom per dwelling with a maximum of 3 car parking spaces per dwelling. The proposed development therefore meets the car parking standards. In light of the aforementioned there are no highway grounds to sustain an objection to the application subject to the suggested conditions relating to the submission of a construction management plan and surface water management plan.

Dwr Cymru Welsh Water – No response to date although officers and the applicant are aware that there is a public sewer within the site and the applicant would have to liaise with Dwr Cymru directly in relation to this matter. An informative would be added to any consent.

4.2 Neighbour Notification

There have been two representations received to date in relation to this application that outline the following:

- The loss of the garages for local residents is unacceptable
- With tenants having a place to park their cars there will be congestion on the roads and people parking on the pavement. This will be a nuisance for people with pushchairs and for disabled people.

- Concerns over access for emergency services with more cars parked on the road
- Can the site not accommodate garages for local residents?

One of the responses is not an objection but is a copy of a letter sent to MHA from a local resident who queries whether the applicant would consider dropping the kerb in front of his home and taking down the wall to accommodate parking in the front curtilage to replace the garage lost as a result of the proposal [N.B. this is a matter for the applicant and is not a planning consideration]. The resident also suggests that only five of the 32 garages were being used to park cars but that has not been corroborated by the applicant at this stage.

There were four representations received in relation to the previous demolition notification DC/2018/00209 that outlined the same concerns that the loss of the garages would result in congestion and parking on the existing highway. There was also an issue raised with regards to the health and safety of removing the garages and ensuring that neighbouring party's boundaries are maintained.

4.3 Local Member Representations

Cllr Easson – I afford my support to the four mews properties planned, with misgivings at the increase in street traffic and parking that the development may well create. The decision to bound off the development on four sides with close boarded fencing does leave some questions to be answered.

5.0 **EVALUATION**

5.1 Principle of the proposed development

- 5.1.1 The principle of constructing new residential development within the settlement of Caldicot is acceptable subject to material planning considerations, having regard to Policies S1 and H1 of the Local Development Plan (LDP). The application is by MHA and is to provide affordable housing and so therefore there will be no requirement for the developer to provide any financial contribution for the development. However they will need to sign a legal agreement to ensure that the housing would be for affordable purposes only in perpetuity. The site is capable of accommodating the four terraced properties without resulting in there being an overdevelopment of the site. The proposed dwellings would be constructed in a linear form and would be a contemporary interpretation of a traditional terrace. The layout of the site allows for green open space and activate frontages. The development would introduce modern design and a new street scene to the area. It is considered that the visual appearance of the area would be enhanced by the development. The submitted plans illustrate the proposed access, parking arrangements and private amenity space for each dwelling which demonstrates that each dwelling can be adequately accessed and would have adequate garden space. The principle of siting the dwellings at the site is considered to be acceptable and the development would be in accordance with Policy H1 of the LDP.

5.2 Design and visual impact

- 5.2.1 The visual impact of this proposed contemporary form of dwelling is not harmful to the character and appearance of the locality. The terraced dwellings proposed would introduce a distinctive, modern element of design to the site; however the dwellings would directly relate to each other and would create a new, interesting street scene. The demolition of the dilapidated garages and the introduction of this development

would improve the appearance of the area. The proposed dwellings would be symmetrical, balancing each other visually and they would not be visually dominant or overbearing. While the proposed dwellings would be a contrast to the existing arrangement, their scale and form would not result in them being alien to the area. The cat-slide roof would be on the rear of the properties and would have minimal visual impact. The modern design would revitalise the site and provide much needed affordable housing to the area. The character and appearance of the immediate area would be enhanced by the development. The proposed design approach has been carefully considered by architects from Cardiff University who have been tasked with developing a modular building that would be fit for purpose in terms of energy efficient and being adaptable as life time homes.

5.2.2 The one-bedroom dwellings would be relatively modest in scale and the proposed layout is appropriate for the site. The dwellings would have white rendered external walls and a grey metal roof that would appear clean and modern. While the metal roofing material would contrast with other properties this would be a key element of the design approach and the proposed resultant dwellings would enhance the visual appearance of the site, as well as integrating well with the other properties in the locality. The dwellings would respect the existing form, scale, massing, materials and layout of its setting and improve the appearance of the area in accordance with Policies S1, S13, S17, EP1, DES1 and H1 of the Monmouthshire LDP.

5.3 Residential amenity

5.3.1 The proposed dwellings would be sited on an existing site of garages and would not result in an overdevelopment of the site. The dwellings are of a relatively modest scale and would not have an impact on any other party's privacy or private amenity space in accordance with the Policy EP1 of the LDP. The proposed dwellings have been carefully designed to ensure that they do not have an impact on any neighbouring party's residential amenity including loss of privacy or by being overbearing. There are only first floor windows on the front elevation of the dwellings and there would be an intervening distance of 19.5m between the front of the buildings and the boundary with No 2 Sycamore Avenue. This is considered to be an acceptable intervening distance. The proposed dwellings would have angled views into the rear gardens of properties along Firs Road but given the intervening distances and the angles of sight involved the proposed development is not considered to have an unacceptable impact on any party's privacy. The proposed development would not harm residential amenity and would be in accordance with Policy EP1 of the LDP.

5.3.2 The proposed access arrangements for the site are acceptable and would not result in any harm to highway safety. The site has been used to accommodate garages and therefore the site has been associated with moderate levels of traffic movements. The introduction of the proposed dwellings would not be out of character with the area and the proposed layout plan outlines sufficient parking provision for the proposed development with each property having one car parking space in accordance with Monmouthshire's Parking Guidance. The Highways Officer has reviewed the proposals and has no objection to the development subject to the suggested conditions. The proposed development would be in accordance with the requirements of Policy MV1 of the LDP.

5.4 Response to concerns from Local Member and residents

5.4.1 There have been objections and concerns raised in relation to the loss of the garages at the site for use by local residents and the impact that this would have on the highway network. The demolition of the garages is a decision that has been taken by MHA and

officers could not ensure that the garages remain. It is understood that 15 of the 32 garages were not let out and there are other garages in the locality that could be available for tenants to rent out as alternative provision – e.g. Park Road garages, recently refurbished, which are 280m as the crow flies from the application site. The chief consideration is whether or not the proposed development is acceptable based on the proposal's planning merits. As outlined in section 5.3 the proposed dwellings would have sufficient parking provision and the Highways Officer has not raised any concerns regarding the development. Concerns have been raised by the Local Member and some neighbouring parties in relation to how those parties are to maintain their rear boundaries. This would be a civil matter between MHA and the local residents rather than a material planning consideration. The submitted plans outlines acceptable forms of boundary treatment that would be appropriate for the site and the area.

5.5 Conclusion

5.5.1 The proposed terraced dwellings would provide an innovative form of affordable housing to the community that would enhance the appearance of the site and the locality. The form, scale and design of the dwellings are considered to be appropriate for the site and the development would not have an adverse impact on any other party's residential amenity. The development would introduce modern design into the locality that is of an appropriate form and scale and would be in accordance with the relevant policies in the LDP. The development would therefore be acceptable.

6.0 Well-Being of Future Generations (Wales) Act 2015

6.6.1 The duty to improve the economic, social, environmental and cultural well-being of Wales has been considered, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WBFG Act). In reaching this recommendation, the ways of working set out at section 5 of the WBFG Act have been taken into account and it is considered that this recommendation is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives set out in section 8 of the WBFG Act.

6.0 RECOMMENDATION: Approve subject to legal agreement to ensure that the dwellings are for affordable housing provision in perpetuity

Conditions/Reasons

1. This development shall be begun within 5 years from the date of this permission.
Reason: To comply with Section 91 of the Town and Country Planning Act 1990.
2. The development shall be carried out in accordance with the list of approved plans set out in the table below.
Reason: For the avoidance of doubt.
3. No development shall commence until a construction traffic management plan (CTMP) has been submitted to and agreed in writing with the Local Planning Authority. The CTMP shall be implemented during the course of the works as agreed.
Reason: To protect the amenity of the neighbouring properties and the operational capacity of the highway network.
4. No part of the development hereby permitted shall commence until:
 - a) An appropriate Desk-Study of the site has been carried out, to include a conceptual model and a preliminary risk assessment, and the results of that study have been submitted to and approved in writing by the Local Planning Authority.

- b) If potential contamination is identified then an appropriate intrusive site investigation shall be undertaken and a Site Investigation Report to BS 10175:2011, containing the results of any intrusive investigation, shall be submitted and approved in writing by the Local Planning Authority.
- c) Unless otherwise agreed in writing by the Local Planning Authority as unnecessary, a Remediation Strategy, including Method statement and full Risk Assessment shall be submitted to and approved in writing by the Local Planning Authority.

No part of the development hereby permitted shall be occupied until:

- d) Following remediation a Completion/Validation Report, confirming the remediation has being carried out in accordance with the approved details, shall be submitted to, and approved in writing by, the Local Planning Authority.
- e) Any additional or unforeseen contamination encountered during the development shall be notified to the Local Planning Authority as soon as is practicable. Suitable revision of the remediation strategy shall be submitted to and approved in writing by the Local Planning Authority and the revised strategy shall be fully implemented prior to further works continuing.

Reason: To ensure that any potential risks to human health or the wider environment which may arise as a result of potential land contamination are satisfactorily addressed.

5. Prior to import to site, soil material or aggregate used as clean fill or capping material, shall be chemically tested to demonstrate that it meets the relevant screening requirements for the proposed end use. This information shall be submitted to and approved in writing by the Local Authority. No other fill material shall be imported onto the site.

Reason: To ensure that any potential risks to human health or the wider environment which may arise as a result of potential land contamination are satisfactorily addressed.

6. Prior to the construction of the dwellings the exact materials for the dwellings and the hardstanding areas shall be agreed in writing with the Local Planning Authority. The development shall be carried out in accordance with those approved details.

Reason: To ensure a satisfactory form of development.

7. Prior to the construction of the dwellings a surface water management plan shall be submitted to and agreed in writing with the Local Planning Authority. The development shall be carried out in accordance with those approved details prior to the occupation of the development.

Reason: To ensure that surface water is effectively managed.

8. Notwithstanding the provisions of Article 3, schedule 2, Part 1 Classes A B C D F & H of the Town and Country Planning (General Permitted Development) Order 2013 (or any Order revoking and re-enacting that Order with or without modification) no enlargements, improvements or other alterations to the dwelling houses shall be erected or constructed.

Reason: If substantial extensions or alterations were constructed it may have an adverse impact on the design concept.