

DC/2015/00210

**EXTEND EXISTING DWELLING TO FORM A NEW RESIDENTIAL DWELLING
(61A)**

61 PARK CRESCENT, ABERGAVENNY

RECOMMENDATION: APPROVE

Case Officer: Elizabeth Bennett

Registered: 06/08//2015

1.0 APPLICATION DETAILS

- 1.1 This application relates to the construction of an additional property at 61 Park Crescent, Abergavenny. The additional property will be extended onto the existing bungalow to make a pair of semi-detached bungalows in a like for like manner.
- 1.2 The existing property was originally built around the 1950's and occupies a large plot in a popular area of Abergavenny. Park Crescent has a large variety of properties ranging from bungalows, large detached properties, semi-detached properties and terraced houses. The property itself is south facing with a private driveway and parking to the west with a detached garage. The additional property to the east elevation requires an additional driveway and off road parking facilities.
- 1.3 The proposed bungalow is to be bay fronted with detailed apex to the front and two dormer windows added to the roof detail to match the existing. The proposed property will consist of two bedrooms lounge, bathroom and kitchen/dining room. It is proposed that there will be one window on the side elevation but this is to be on the ground floor only.

2.0 RELEVANT PLANNING HISTORY

DC/2008/00470 – Single Storey Kitchen Extension – 63 Park Crescent – approved.

DC/2012/00959 – Erect a detached dwelling – Land to rear of Park Crescent – approved following Appeal

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S1 – Spatial Distribution of New Housing Provision

S13 – Landscape, Green Infrastructure and the Natural Environment

S17 – Place Making and Design

Development Management Policies

H1 – Residential Development in Main Towns

EP1 – Amenity and Environmental Protection

DES1 – General Design Considerations

NE1 – Nature Conservation and Development

4.0 REPRESENTATIONS

4.1 Consultation Responses

Abergavenny Community Council – Approve

Councillor James George – Concerned with neighbour issues.

MCC – Highways - following several consultation discussions and an amended parking and driveway design - In response to the above comments the applicant has submitted a revised drawing. Drawing No. 15/PT/102 shows the existing access to be retained for the existing property albeit improved to create a turning area. A single access is proposed for the new dwelling together with a parking and turning area for two cars. It has been confirmed that the proposed new dwelling will have two bedrooms; therefore the provision of two car parking spaces meets the requirements set out in the Monmouthshire Parking Standards 2012.

An existing street lighting column is positioned within the adjacent footway which will be directly affected by these proposals. Following the formation of the new access to the proposed dwelling the street lighting column will become exposed to vehicular traffic accessing and existing the property. The applicant will therefore be required to reposition the street lighting column to the satisfaction of the Highway Authority.

There are no highway grounds to sustain an objection to the application subject to the following conditions being applied to any grant of planning approval:

1. No development may commence until the existing street lighting column within the adjacent footway has been relocated to the agreement and satisfaction of the County Highway Authority.
2. Each access shall be constructed of a hard permeable surface for a minimum of 5m so as to prevent any loose material being brought out onto the adjacent highway and to ensure that all surface water is disposed of within the site.
3. No surface water shall drain onto the County Highway or into the County Highway drainage system.

It should be brought to the attention of the applicant that in the event of a new or altered vehicular access being formed, the requirements of Section 184 of the Highways Act 1980 must be acknowledged and satisfied. In this respect the applicant shall apply for permission pursuant to Section 184 of the Highways Act 1980 prior to commencement of access works via MCC Highways.

Network Rail – has no observations to make.

MCC Biodiversity - following a preliminary roost assessment and bat activity surveys in May 2015 the report concludes that the dwelling does not currently support roosting bats. Therefore, I can confirm that a European Protected Species derogation licence is not required in this instance. However, as the extension will be tying in with the existing roof of the bungalow please include the bat informative on any consent as a precaution.

MCC Rights of Way - Public Path No. 22 must be kept open and free for use by the public at all times, alternatively, a stopping up order must be obtained, confirmed and implemented prior to any development affecting the Public Rights of Way taking place.

4.2 Neighbour Notifications

Five neighbour addresses have been recorded, the following objections or concerns have been made to date:

- Plans show a first floor window directly overlooking our property which will significantly affect our property.
- The eastern elevation of 61a is so close to our boundary that we will suffer overshadowing.
- Surrounding houses are detached and reasonably proportioned within their plots.
- Concerns are based on public safety as the proposed development will bring an increase in traffic. Already we experience difficulty manoeuvring our vehicles on and off our driveway.
- The high speed and frequency of traffic moving along Park Crescent.
- There is still a substantial amount of land (old railway line) on site to the rear of the proposed development; we are concerned a second planning application will follow for further housing.
- It is a very busy road with vehicles weaving in and out of parked cars at all times of the day and night.
- It is worrying that any increase in parked cars will make this worse especially with so many school children using this as an access to King Henry School.
- Inappropriate infilling.
- Site is designed for a single residence adding further pressure in terms of transport, noise and road safety particularly for school children who attend King Henry's School, Cartref and Our Lady and St Michaels.
- The 'shoe horning' of additional properties in established residential streets such as Park Crescent is frustrating to the local community and unsustainable in terms of the net effect on the local residential infrastructure/amenities.

4.3 Assembly Member Nick Ramsey – Supports concerns of neighbour regarding the original design having an impact on the neighbour's privacy.

5.0 EVALUATION

5.1 Siting / Design

This application relates to the construction of an additional property at 61 Park Crescent, Abergavenny. The additional property will be extended onto the existing bungalow to make a pair of two-bedroom semi-detached bungalows in a like for like manner. This would fit appropriately into the streetscene and would not look out of character or represent an over-development of the site.

The original application was to provide the new dwelling with three bedrooms, with the parking arrangement to the front of the property being a type of 'in-out' arrangement. The original proposal showed the bungalow to be immediately adjacent to the neighbouring property at 59 Park Crescent. However, following consultation and discussion with the applicant and agent the width of the property has been reduced by 1.7m. This has allowed the parking arrangement to be redesigned to allow a single access point, and a driveway width of 3m with parking and turning area for two cars. The attic bedroom has been removed giving the proposed property two bedrooms with the provision of the necessary two parking spaces, complying with the adopted Monmouthshire Parking Standards 2012.

5.2 Highways Concerns

Immediately adjacent to the property is a public footpath which is predominantly used by school children for access to and from King Henry School. There is also a bus stop immediately opposite the current property. Concerns have been raised with regard to the increase in traffic movement as a result of this proposal.

Park Crescent whilst being a busy thoroughfare has areas of road narrowing and areas where the road is appreciably wider. The proposed property is located in an area where the highway is relatively wide. There have been junction improvements at Llwynu Road which adjoins Park Crescent, and the pavement has been widened along the area for pedestrians with a dropped kerb and tactile pavements to assist in road crossing.

It is considered that the addition of the driveway with provision for off road parking to an adopted standard would be acceptable and is not considered to have a detrimental effect upon the high safety of the area. Moreover, the additional traffic generated by one new dwelling would be negligible compared to current traffic usage of Park Crescent.

5.3 Visual and Residential Amenity

In terms of the visual impact, it is considered the proposal will not have a detrimental effect upon the surrounding neighbours or the immediate area. The original property does not sit centrally within the plot and therefore allows enough space within the curtilage for the proposed property. The property, whilst being elevated from the street level is designed as a bungalow in order to limit the impact upon the street scene and match in with the existing bungalow (as well as limiting any overlooking of neighbouring properties or gardens). There would be over 20m between the from

dormer windows in the roof of the proposed new dwelling and the dwellings opposite in Park Crescent. The dwelling nearest the proposed new dwelling, no. 59 Park Crescent to the east, is a two storey dwelling and consequently the proposed new bungalow would be set below this house and would not unacceptably overshadow the adjoining property and would not be overbearing. It is noted that there are a number of semi-detached dwellings located along Park Crescent and it is therefore considered the proposal will respect the character of the existing area.

All of the neighbour objections have been carefully considered and the proposals are considered to be in accordance with policies EP1, DES1, H1 and NE1 of the Local Development Plan and are therefore considered to be acceptable.

6.0 RECOMMENDATION: APPROVE

Conditions:

- Standard five year limit in which to commence development.
- The development shall be built in accordance to any of the approved plans that are listed on the decision notice
- Remove Permitted Development Rights in order to protect any future over development of the site.
- No development may commence until the existing street lighting column within the adjacent footway has been relocated in accordance with a scheme to be submitted to and agreed by the local planning authority before any works are commenced on site.
- Each access shall be constructed of a hard permeable surface for a minimum of 5m so as to prevent any loose material being brought out onto the adjacent highway and to ensure that all surface water is disposed of within the site.
- No surface water shall drain onto the County Highway or into the County Highway drainage system.