

DC/2015/00554

CONSTRUCTION OF DETACHED DWELLING WITH PARKING AND TURNING PROVISION FOR 3 CARS ON EXISTING DOMESTIC CURTILAGE

SITE ADJACENT TO CEFN-Y-BRYN, GROSMONT, NP7 8ES

Case Officer: Kate Bingham
Registered: 21/12/2015

RECOMMENDATION: APPROVE

1.0 APPLICATION DETAILS

1.1 This application was presented to Committee on 3rd July 2018 where it was deferred to allow officers to negotiate with the applicant with a view to establishing a better solution to accommodate safer parking provision at the site with appropriate conditions in respect of the materials to be used, and report back to Committee.

1.2 Concern was expressed regarding the linear parking at this location and the highway safety issues surrounding passengers alighting from the vehicle onto the highway in order to allow the vehicle to be parked. It was considered that removal of a section of the banking with a retaining wall to accommodate safe parking provision at this site could be considered. As such, the scheme has been amended and the parking area increased in size. Rather than a stone retaining wall around the parking area as originally proposed, a "Permacrib" timber retaining wall is now proposed. This comprises interlocking timbers infilled with selected granular infill. It is planned to fit growbags to the front of the interlocking timber wall to allow planting of rockery plants which over 2 or 3 growing seasons will cover the wall face and help it blend into the street scene. A 1m high fence will also be required for safety on the top of the Permacrib wall. This will be a chain-link type fence or stock fence on timber posts which will be more open than close board timber and will therefore have less of a visual impact.

1.3 The car parking area has been designed to comply with Monmouthshire's Parking Standards with each space being 2.6m wide by 4.8m long. A turning area has also now been provided to allow vehicles to enter and leave in a forward gear. The access, visibility, water catch drain and soakaway will be as the previously proposed scheme. The driveway wall to the existing dwelling will be retained as existing with the only alteration being to reduce the height to 900mm within the visibility splay.

1.4 It is considered that these changes address the highway concerns raised by Members. Furthermore, the use of Permacrib to retain the bank behind the parking and turning area will have less of a visual impact than the previously proposed stone wall as the timber ages and planting takes over. It is therefore considered that the proposed development accords with Local Development Plan Policies MV1 and DES1 and will also preserve or enhance the Grosmont Conservation Area in accordance with LDP Policy HE1.

2.0 REPRESENTATIONS

2.1 Consultations Responses
None received to date.

2.2 Neighbour Consultations

To follow.

PREVIOUS REPORT

1.0 APPLICATION DETAILS

- 1.1 The application site relates to the side garden of an existing property within the village of Grosmont. It is proposed to erect a detached two storey dwelling with an associated parking area.
- 1.2 The site is within the Grosmont Conservation Area and within the Development Boundary.

2.0 RELEVANT PLANNING HISTORY

None.

3.0 LOCAL DEVELOPMENT PLAN POLICIES

S1 – Spatial Distribution of New Housing Provision
S4 – Affordable Housing Provision
S12 – Efficient Resource Use and Flood Risk
S13 – Landscape, Green Infrastructure and the Natural Environment
S16 - Transport
S17 – Place Making and Design

H2 – Residential Development in Main Villages
NE1 – Nature Conservation and Development
DES1 – General Design Considerations
EP1 – Amenity and Environmental Protection
MV1 – Proposed Developments and Highway Considerations
SD4 – Sustainable Drainage
LC5 – Protection and Enhancement of Landscape Character
HE1 – Development within Conservation Areas

4.0 REPRESENTATIONS

4.1 Consultation Responses

Grosmont Community Council – recommends refusal. Members are concerned about the proposals for car parking / turning and possible drainage / sewer issues. It is felt that the proposed construction is potentially hazardous and that this is not suitable in a conservation area. It is noted that a number of objections have already been posted.

Glamorgan Gwent Archaeological Trust – requests a condition requiring a Programme of Archaeological Work to be submitted and approved in writing by the LPA prior to development.

MCC Tree Officer – No objections subject to condition requiring tree planting to replace those removed prior to the determination of this application.

MCC Heritage – No objection following amendments to parking area and orientation of dwelling.

MCC Highways – Object for the following reasons:

- Linear parking adjacent to the B4347 is not acceptable as it will compromise highway safety and create vehicle conflicts as encourages inappropriate vehicle manoeuvres while accessing and egressing the parking area.
- Visibility for vehicle egressing in a forward gear is reduced due to the angle of departure.
- Conflict is promoted as the access drive to Cefn y Bryn is via the layby.
- Number of spaces not in accordance with MCC Parking Guidelines (3 spaces required)

4.2 Neighbour Consultation Responses

Representations from one neighbouring occupier. Objects on the following grounds:

- Visibility splays not adequate.
- Car doors will open onto the highway.
- Insufficient parking spaces provided.
- Vehicles won't be able to get out of Cefn y Bryn.
- Only possible to access the parking area when travelling in the direction of Grosmont to Kentchurch.
- Drainage from parking area will be onto the highway.
- There is no additional information on the proposed route or position of the proposed pumping/ejector station. The difficulty with single dwelling pumping systems with a low volume of sewage can cause septicity within the system.
- Proposal does not meet building regulations in relation to disabled access.
- The road past the site is the alternative route advised for over-height vehicles using the A4645 to/from Hereford making the parking more dangerous.

Six objections received from residents from outside the area who travel on the B4347;

- The proposed parking is a danger to road users.

5.0 **EVALUATION**

5.1 Principle of Development

5.1.2 Development boundaries have been drawn for the "Main Towns", within which new build residential development/ redevelopment or conversion to residential, or subdivision of large dwellings or reuse of accommodation such as upper vacant floors in town centres will be permitted subject to detailed planning considerations, and other policies of the LDP that seek to protect existing retail, employment and community uses. As the site is within the development boundary of Grosmont and not allocated for any other use then new residential development is acceptable in principle.

5.2 Visual Amenity and Impact on the Conservation Area

5.1.2 The proposed dwelling is traditional in design and scale. The orientation was amended to better reflect the character of the village at the request of the Heritage Officer.

5.1.3 The main visual impact of the proposed development would be the proposed parking area. This was originally proposed to be a much larger area with a high retaining wall. However, it was considered that this was over-engineered and would harm the character and appearance of the Conservation Area. As such a more informal solution was sought resulting in the lay-by parking arrangement now proposed. Although this

is not the ideal solution in terms of highway safety, it is considered that in this location it will be acceptable for the reasons stated above. The proposal therefore meets the requirements of LDP Policies DES1 and HE1.

5.3 Residential Amenity

5.3.1 The small dwelling that is proposed will have a minimal impact on the surrounding residential properties.

5.4 Access and Parking

5.4.1 Given the scale of the development it is considered that a reduction in parking spaces is acceptable in this case. Being within a conservation area, many of the surrounding properties were built prior to motor car ownership and have very informal parking arrangements. The introduction of a parking and turning area of the type that would be required on a modern development site would have a detrimental impact on the setting and character of the Grosmont Conservation Area. The original engineering required to achieve three parking spaces and a turning area was not therefore supported. The 5m retaining wall to accommodate parking and the tarmac area for parking was considered to be too large and would have set an unwelcome precedent within the Conservation Area.

5.4.2 The parking arrangement now proposed, although not ideal will accommodate two vehicles off the road and any future occupier would be aware of the restrictions of this arrangement in terms of direction of arrival and departure. On balance therefore, it is considered to be acceptable because of the special circumstances of this site.

5.5 Trees

5.5.1 The Grosmont Conservation Area Appraisal notes that the site is identified as having trees important to the Conservation Area. As noted by the Council's Tree Officer, these trees have now been removed. To compensate a landscape plan should be provided for the site to show new replacement tree planting which can be conditioned.

5.6 Response to Community Council and Neighbour Objections

5.6.1 The issue of the parking area has been addressed above.

5.6.1 Dwr Cymru Welsh Water have been consulted on the application and have offered no objection to the proposed drainage of foul water to the mains sewer and surface water to soakaways. The Building Regulations requirements will ensure that the details of this drainage will be acceptable.

5.6.2 Highways have offered no objection to the drainage proposed to the parking area.

5.7 Affordable Housing

5.7.1 As this application was registered prior to the adoption of Supplementary Planning Guidance in relation to affordable housing then a financial contribution will not be sought.

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

5.8.1 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

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 list of approved plans set out in the table below.
3	Landscaping plan to be submitted.
4	Implementation of landscaping plan.
5	Written scheme of Archaeological Investigation to be submitted.