

ISLE OF ANGLESEY COUNTY COUNCIL	
Report to:	The Executive
Date:	19th December, 2016
Subject:	Council Garages
Portfolio Holder(s):	Aled Morris Jones
Head of Service:	Shan Lloyd Williams
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Local Members:	Relevant to all Elected Members

A –Recommendation/s and reason/s
<p>The Executive is recommended to approve:-</p> <p>R1. The demolition of 33 garage blocks and associated expenditure.</p> <p>R2. The delegation of authority for the Head of Service – Housing to consider disposal of garage assets when disposal is deemed to be the most appropriate course of action.</p> <p>Reasons</p> <p>1.0 Background</p> <p>1.1.The Housing Service manages a stock of 764 garages. All garages are of single storey construction of either rendered masonry or pre-fabricated concrete panels. Roofs are all lean-to or flat with corrugated asbestos cement, plastic coated profile sheets or built up felt finishes.</p> <p>1.2 A review of the garages, which were primarily constructed during the 1950's and 60's, was undertaken during the first half of this financial year. Subsequently, all garages deemed to be in fair or poor condition were surveyed in greater detail by independent consultants, namely YGC. This involved inspecting 368 garage units which form 67 blocks on 30 Council estates.</p> <p>1.3 The total number of pre-fabricated concrete garage blocks is 18 with the remaining 49 blocks constructed of traditional masonry. The condition of the pre-fabricated concrete garage units are generally in an advanced state of disrepair in comparison with to those built of traditional masonry construction and are recommended for demolition. In addition, a</p>

number of the more traditional garages are also recommended for demolition due to structural distress or advanced disrepair.

1.4 A full list of garage blocks recommended for demolition can be found at **APPENDIX 1**.

2.0 Condition Survey Findings

2.1 Based upon the surveys undertaken we consider that these blocks of garages have reached and, in some cases, exceeded their intended design life. There is no imminent risk of failure or collapse in the short term, however, the state of disrepair will inevitably lead to further deterioration and sequential failure of the buildings as a whole in the medium term.

Access to many blocks has already been restricted by means of boarding up the garage entrances. This safety measure renders those garages unavailable to let.

2.2 Surveys have identified significant defects in connection with:

- Ground bearing concrete slabs,
- Significant structural cracking, and
- Hazardous materials.

Common defects noted within the slabs are due to surface wear, chemical attack and settlement.

The external walls of the structures do not comply with current British Standards or Building Regulations. Defects noted include structural cracking which are considered to be historical in nature but also progressive. The nature of the cracking is typical of specific defect types and are often as a result of the lack of movement joints, inadequate masonry section for lateral pressures, heave and thermal cracking.

The potential for hazardous material has been identified at several sites. This includes, but is not limited to fibrous asbestos cement corrugated roofing sheets. Any removal of this form of roof covering should only be undertaken by suitably licensed contractors.

2.3 It should also be noted that the internal dimensions of the garages are not considered adequate to accommodate a small family car whilst allowing suitable egress from a vehicle. This applies to all of the garage stock in general and not just those recommended for demolition.

3.0 Investment requirements

3.1 The recommendation for the demolition of 33 blocks containing 202 garages will involve significant financial outlay. Estimated costs for the demolition of these garages are £514,350. Estimated costs to undertake repairs and improvements to the other 34 blocks would be in the region of £332,236. A total cost of £846,000.

It should be noted that the provisional demolition costs noted above are for the basic demolition of the structures and reinstatement of the garage footprints. Further expenditure will be incurred should demolition of the garages lead to wider environmental improvements involving parking areas, paths and improving general amenity areas.

3.2 It is envisaged that land released in the event of demolition will be utilised to increase and improve parking provision on our estates. We will, as part of any demolition process, carefully consider if the vacant land offers opportunities for alternative use such as affordable housing developments. Any future demolition will be subject to Planning Consent. Prior to any final decision the Housing Service will undertake meaningful local consultation with tenants affected by demolition of the garages and we will also undertake consultation with Local Members when works are proposed in a particular area. Members are requested to note that a Notice to Quit serving one month's notice will be served on all tenanted garages if demolition proceeds. If possible, the Housing Service will endeavor to offer tenants alternative garages if there are suitable options available in the locality.

3.3 If approved, the Housing Service proposes that the work will be undertaken over a 3 year period and that future Housing Revenue Account (HRA) Business Plans will allow for capital investment requirements mentioned in this report. All investment requirements associated with this report will be borne by the HRA.

4.0 Rental Income and impact of demolition on revenue

4.1 Current rent levels for our garages are £7.41 per week for Council tenants. Non Council tenants are charged VAT on the aforementioned sum. At the time of writing 180 of the 764 total number of garages are vacant.

4.2 Should the demolition of 202 garages proceed maximum rental loss, assuming full occupation, will be in the sum of £77,834.64 per annum (VAT may apply as mentioned above). It should be noted that 84 of these garages are currently void and, in reality, rental loss is in the sum of £45,467.76.

4.3 The potential loss of income and the additional capital expenditure has been processed through the existing HRA 30 year plan. The changes have no impact on the borrowing requirements of the HRA, and only reduce the HRA reserve by under £3m at the end of the 30 year period (reducing the balance to £227.3m instead of £230.2m) There is, therefore, no significant impact on the financial health of the HRA.

5.0 Disposal of garage assets

5.1 The Housing Service considers that a small number of our garage stock may be suitable for disposal. This may involve disposal on the open market or by negotiation with an existing tenant. In any case, disposals will be in accordance with the Council's Asset Disposal Policy.

5.2 The above is likely to apply to single garages which do not form part of a wider block of Council owned garages. For continuity and repairs and maintenance purposes, single garages within blocks will not be considered for sale. Members are requested to delegate authority to the Head of service – Housing to decide if any sale proceeds. Each case would be considered on its own merits.

B – What other options did you consider and why did you reject them and/or opt for this option?

Demolition and rebuild: this option is not considered feasible due to high capital investment requirements and low rental return on investment.

Disposal: wholesale disposal is not considered to be practical due to uncertainty over future use and loss of control over land which form an integral part of our housing estates.

C – Why is this a decision for the Executive?

Relates to the HRA Business Plan.

D – Is this decision consistent with policy approved by the full Council?

This decision is consistent with Corporate Priorities in connection with Community Regeneration and Economic Development.

DD – Is this decision within the budget approved by the Council?

Yes

E – Who did you consult?		What did they say?
1	Chief Executive / Strategic Leadership Team (SLT) (mandatory)	Comments made by the SLT have been taken into consideration.
2	Finance / Section 151 (mandatory)	Finance have been consulted and have measured the impact of recommendations on the HRA 30 year Business Plan.

3	Legal / Monitoring Officer (mandatory)	No comment.
5	Human Resources (HR)	No comment.
6	Property	
7	Information Communication Technology (ICT)	
8	Scrutiny	
9	Local Members	
10	Any external bodies / other/s	

F – Risks and any mitigation (if relevant)		
1	Economic	
2	Anti-poverty	
3	Crime and Disorder	
4	Environmental	
5	Equalities	
6	Outcome Agreements	
7	Other	

FF - Appendices:
Appendix A attached.

G - Background papers (please contact the author of the Report for any further information):

ADDRESS	DEMOLITION	DEMOLITION REINSTATEMENT	TOTAL COST	No of garages
BRO TUDUR, LLANGFNI-				
COST A	£16,400	£4,950(wall)-£15,375(tar)	£36,725	13
COST B	£18,000	£5,250(wall)-£16,875(tar)	£40,125	14
COST C	£3,840	£1,125(wall)-£3,600(tar)	£8,565	3
CORN HIR, LLANGFNI-				
COST A	£12,640	£11,850	£24,490	10
COST B	£6,320	£5,925	£12,245	5
COST C	£8,800	£8,250	£17,050	7
MAES HYFRYD, LLANGFNI				
COST	£12,000	£11,250	£23,250	10
PENCRAIG, LLANGFNI-				
COST D	£1,200	£1,125	£2,325	1
PENGRAIG MANSION, LLANGFNI				
COST	£10,800	£10,125	£20,925	8
CRAIG Y DON, AMLWCH				
COST A	£6,320	£5,925	£12,245	5
MAES LLWYN, AMLWCH				
COST C	£3,600	£3,375	£6,975	3
COST D	£12,000	£11,250	£23,250	10
MAES WILLIAM WILLIAMS, AMLWCH				
COST A	£3,600	£3,375	£6,975	3
COST B	£4,800	£4,500	£9,300	4
FFORDD LLIGWY, MOELFRE				
COST B	£6,000	£5,625	£11,625	5
COST C	£4,800	£4,500	£9,300	4
HAMPTON WAY, LLYNFAES				
COST	£2,400	£2,250	£4,650	2
MAES Y COED, MENAI BRIDGE -				
COST A	£6,000	£5,625	£11,625	5
COST B	£3,600	£3,375	£6,975	3
NEW STREET, BEAUMARIS				
COST	£7,200	£6,750	£13,950	6
THOMAS CLOSE, BEAUMARIS				
COST A	£6,000	£5,625	£11,625	5
COST B	£6,000	£5,625	£11,625	5
COST C	£6,000	£5,625	£11,625	5
COST D	£6,000	£5,625	£11,625	5
COST E	£3,600	£3,375	£6,975	3
MAES YR HAF HOLYHEAD				
COST	£24,000	£7,500 (wall)- £22,500(tar)	£54,000	19
MAES YR YSGOL HOLYHEAD-				
COST A	£17,760.00	£5,550.(wall)- 16,650 (tar)	£39,960	14
COST B	£5,280	£1,650 (wall)- £4,950(tar)	£11,880	4
COST C	£3,840	£3,600	£7,440	3
COST D	£3,840	£3,600	£7,440	3
TAN YR EFAIL HOLYHEAD				
COST	£5,280	£750(wall)- £5,280 (tar)	£11,310	4
BRYN GLAS ROAD- HOLYHEAD-				
COST	£5,200	£4,875	£10,075	5
BRYN GLAS CLOSE- HOLYHEAD-				
COST	£7,200	£2,250(wall)- £6,750(tar)	£16,200	6
		TOTAL	£514,350	202