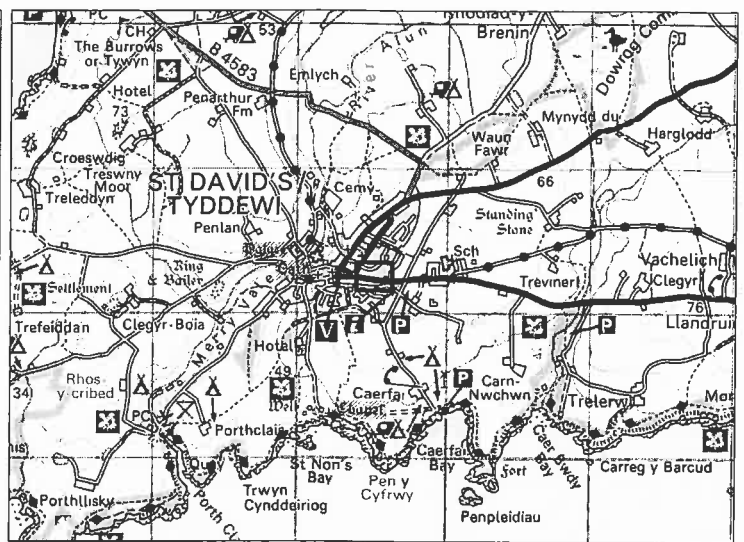
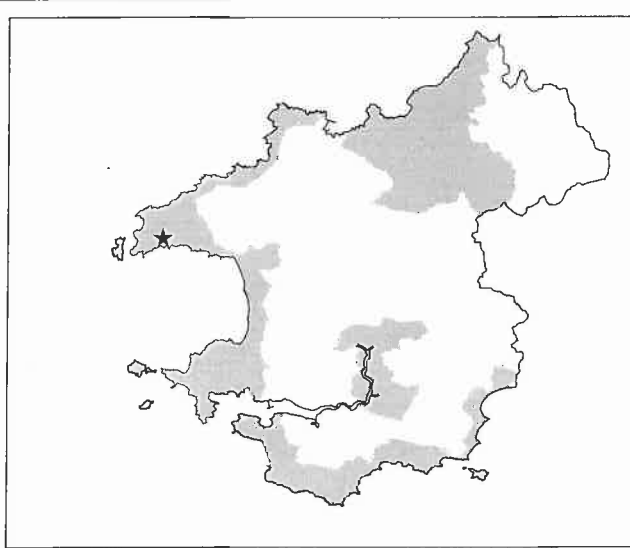


NP/10/383

34-36 High Street, St Davids

Scale 1:1250



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Application Type: Full

Reference: 10/383 **Grid Ref.** SM755252

Applicant: Mr C Price,

Agent Mr Holden Acanthus Holden Architects

Proposal: Demolish existing and construct 2 new shops with 4 holiday flats over and detached stores

Site Location: 34 - 36 High Street, St Davids

Description:

Full planning permission is sought for the redevelopment of this site which is located in the centre of St.Davids. The existing building and garage / outbuilding would be demolished and a new two and a half storey building erected which would incorporate two retail units on the ground floor and four holiday units above. Associated parking and storage facilities would also be provided to the rear of the site. It is considered the proposal would result in the overall enhancement of this sensitive area without causing demonstrable harm to the amenity of neighbours and as such a favourable recommendation is given in this instance.

The application has been brought before the Development Management Committee because the view of St.Davids City Council is contrary to the officer recommendation of approval.

Consultee Response:

ST DAVIDS CITY COUNCIL: The City Council objects to the plans on the grounds that it is not in keeping with the existing buildings within the St David's Conservation Area. This new build will provide a very much larger structure that will over develop this High Street site. Whilst the scale of the whole scheme within this Conservation Area is the main reason for this objection it is also emphasised that the building, particularly the shop frontage, is not at all in keeping with the High Street, especially in regard to the nature and size of the shop windows.

The Council does not object to development of the site but the proposed design is far too large and will affect the appearance of the High Street in a detrimental way bearing in mind this was a site for just 2 small cottages not many years ago.

TRANSPORTATION & TECHNICAL SERVICES: Conditional consent.

WELSH WATER: Conditional consent

ENVIRONMENT AGENCY WALES: Standard advice applies

COUNTRYSIDE COUNCIL FOR WALES: No objection.

Public Response:

7 letters of objection

The proposal has generated letters of concern / objection from a total of seven local householders. The grounds of concern are summarised below:

- Impact on character of the area
- Design (size, scale, height, bulk, mass and siting)
- Over development
- Inadequate provision for on-site parking, deliveries and congestion
- Loss of privacy
- Loss of light
- Noise

Some of the objectors have responded to the subsequent reconsultation exercise and are of the

view that the amended plans and information do not materially alter the scheme and therefore do not overcome their original grounds of concern.

Officers Appraisal:

Policies:

LDP Policies –

- 1. National Park Purposes and Duty
- 5. St.Davids Local Centre
- 8. Special Qualities
- 11. Protection of Biodiversity
- 15. Conservation of the Pembrokeshire Coast National Park
- 29. Sustainable Design
- 30. Amenity
- 32. Surface Water Drainage
- 37. Self Catering Development
- 49. Retail in the National Park
- 50. Town and District Shopping Centres
- 53. Traffic

PPW 3 chapters –

- 4. Planning for Sustainability
- 5. Conserving and Improving Natural Heritage and the Coast
- 6. Conserving the Historic Environment
- 7. Supporting the Economy
- 8. Transport
- 10. Planning for Retailing and Town Centres
- 12. Infrastructure and Services

Technical Advice Notes –

- 4. Retailing and Town Centres
- 5. Nature Conservation and Planning
- 12. Design
- 18. Transport

Supplementary Planning Guidance –
Sustainable Design

Officers Appraisal:

Background & Description

The site is located on the south side of High Street, opposite the police station, in the centre of St.Davids. There is currently an extended two storey building on the site and behind this there is a garage/outbuilding which opens out onto Bryn Road which itself bounds the rear of the site. The existing building is set further back from the street frontage than its neighbours and was formerly used as a shop with flat above. The site is flanked by other buildings on the High Street which is characterised by a mix of residential and commercial properties of mainly traditional design and appearance reflecting the site's prominent position within the St.Davids conservation area.

Current proposal

The scheme involves the demolition of an existing two storey building and detached garage on this site and the erection of a new building in its place. The design of the new building would take the form of a two and a half storey property with twin gables defining the front elevation. The twin gables would be carried through the building and would step down at the rear terminating with hipped gables facing Bryn Road. This building would be 13m wide by some 16.5 m deep and the height would be 10.3m at the front and 9m at the rear with the difference being accounted for by the change in external ground levels and the stepped ridgeline associated with the proposed design.

The footprint of the new building would extend further forwards than the existing so as to effectively build over the existing street facing courtyard area. The use of the building would comprise two retail units on the ground floor and four 2 bedroom holiday units on the upper floors.

The design of the building would generally be traditional and the palette of external finishes would comprise slate for the roof, smooth painted render for the walls and bronzed anodised aluminium for the windows and other architectural detailing. The pair of shop fronts addressing the High Street would be more contemporary in appearance with modern glazing extending down to the ground and a projecting canopy in metal cladding. The main walls on this street facing elevation would be scribe-lined and masonry coping would be used to add some formality to the design. There would be a number of secondary windows and roof lights to the side elevations of the building whilst the rear elevation would have two pairs of inward opening fully glazed doors arranged over each other with the upper openings taking the form of 'loading bay' dormers with extended jambs. These openings would have a glazed balustrade across each opening. The central area between the rear gables would accommodate a recessed stairwell and balcony area.

An external courtyard area would be provided immediately behind the building and beyond this there would be a new refuse and storage shed. This would be a single storey building extending across most of the site and it would have mainly rendered walls with a metal mono-pitch roof. The rear of the shed would be faced in stone where it backs onto the proposed parking area. This parking area would have 4 parking spaces plus a pulling-in bay between it and the highway. The existing alleyway running down the side of the site adjacent to No 32 High Street would be retained.

The application has been accompanied by a design and access statement, a structural condition report and a European protected species (EPS) survey. Since the submission of the application further plans and details have been provided showing minor alterations to the main roof and front elevation and interested parties have been reconsulted as appropriate.

Key Issues

The key issues are considered to be the impact of the proposal upon the character of the area and the amenity of neighbours by reason of its design and mix of uses.

The existing building and garage on this site are in poor condition as evidenced by the survey report and no longer make any positive contribution to the character of the conservation area, having also been insensitively altered in the past. The principle of their removal is therefore supported. This matter is considered in more detail as part of a separate application for conservation area consent which is being processed under the Authority's scheme of delegation. Any approval for demolition associated with the conservation area consent would be controlled by a planning condition preventing such works from commencing until such time as planning permission has been secured for the redevelopment of the site. It is the current planning application before you that seeks to redevelop this site.

Opportunities to redevelop important sites in St.Davids do not come along very often and the current proposal has evolved over several months by way of pre-application discussions between your officers and the agent. The agent originally put forward a totally modern design for the site and this was felt, in consultation with the Design Commission, to be inappropriate for the St.Davids conservation area. Instead a more traditional approach was encouraged and this has resulted in the proposal currently before to the National Park Authority.

The centre of St.Davids is characterised by groups of buildings in short terraces interspersed by larger, often public buildings such as chapels, with some buildings being orientated with their gables facing the road. The buildings are generally two and three storey in height and the High Street is no exception being made up of many residential and commercial properties displaying a variety of architectural styles ranging from late Georgian to Victorian. There are some more modern buildings on the north side of the High Street such as the police station opposite the site. The street frontage on the south side of the High Street has a built form consisting of traditional buildings of varying height and roof orientation. The proposal would physically reflect this form and as such is not

considered to undermine the character of the conservation area or the prevailing street scene when seen from the High Street or Bryn Road. The proposed retail and holiday accommodation uses would add to the vitality of the city centre where similar uses already exist and in this sense they are also considered to be in keeping with the character of the area. The long history of pre-application discussions coupled with the submission of the application before the introduction of the LDP, are such that it is not considered necessary to seek affordable housing as part of this particular scheme.

Turning to the design of the building its size, scale, height, bulk, massing and siting are all factors that ultimately determine whether it is appropriate for the site and sufficiently responsive to context in relation to its surroundings. Whilst the size of the building would certainly be larger than many of its neighbours, its overall scale, height, bulk and massing would not be overpowering. The use of twin stepped gables running longitudinally through the building would enable the proportions of the principal elevations to sit more comfortably in their respective street scenes. Furthermore the ridge height of the new building would be comparable to that of its neighbour at No 32 although the eaves line would undoubtedly be higher. The stepping of the roofs down towards the rear, the hipped nature of the rear gables and the detailing of the openings are also considered to help break up the mass of what would otherwise be a large, boxy design. The submitted plans show how the building would sit in context with its neighbours and are considered to show a positive relationship to the rhythm of the streetscape both front and back.

The siting of the building at the very front of the site would certainly give the frontage a greater presence in the street scene and whilst this would result in the loss of the existing forecourt area it is considered the overall effect of this upon the character of the street would not be visually harmful.

The more detailed concern of the City Council that the shop fronts would be out of keeping with the High Street is noted. The agent could have proposed traditional items but these would have run the risk of becoming a pastiche given that many of the shop fronts in this part of St.Davids have the appearance of 'opened out' windows originally belonging to dwellings. The modern treatment being proposed is considered to be honest, legible and would offer a suitable contrast to the more traditional style found on the other, older properties in the City centre. Your officers are of the view that the fenestration on the front elevation within the apex of the gables should be improved and would ask that this matter be delegated to officers should Members resolve to grant planning permission for the scheme.

In conclusion the basic design of the building is not considered to be visually harmful to the character of the surrounding area.

Turning to the remaining concerns about loss of privacy, light and noise the following points are considered to be relevant. The concentration of the openings onto the main front and rear elevations is consistent with good practise especially for infill sites. The front elevation would address the High Street just like its neighbours where there is little intrinsic privacy due to the dominance of the public realm. The inter-visibility between buildings on opposing sides of the High Street is characterised by a variable separation distance and although the new building would be positioned further forwards its impact upon the privacy of other buildings would not be unacceptable having regard to the tolerances that already exist. The rear elevation would directly face the courtyard, storage and parking area of the application site where there would inevitably be a degree of overlooking of adjacent gardens as there is in any built environment, however, the design seeks to reduce this by recessing the openings and balcony areas so that such views are made oblique. Again the separation distance to other properties behind the site in Bryn Road is considered to be more than adequate to avoid any material overlooking of the front of those properties.

The concern about loss of light relates to the effect of the proposal upon the side facing windows of No 42 High Street. This property, which is separated from the application site by an intervening property, has several windows in its west facing side elevation at different floor levels serving a kitchen, dining room and two bedrooms. It is unfortunate that these openings do not correspond to the principal elevations of the objector's property, as it does tend to make them vulnerable to new development within their vicinity. The agent has approached the objector and amended the scheme by slightly reducing the pitch and height of the stepped roof of the new building, but this has not

been sufficient to overcome the neighbour's concern. In weighing up the impact of the scheme upon this neighbour's amenity one must consider the current situation. The rear of the building to be demolished has a flat roofed two storey extension and single storey lean-to which extends further into the garden area than the proposed building footprint. The proposed footprint would be shorter but it would be taller by reason of its two and a half storey design and the use of a traditional pitched roof, albeit with hips to reduce its bulk. Taking the above factors into account it is considered, on balance, that the impact of the proposal would not be significant upon the living conditions of this occupier and would not amount to a valid reason for refusal.

The reference to the scheme potentially creating more noise due to its height and position closer to the pavement is noted but is not considered to offer a sustainable reason for refusal given the built up character of St.Davids.

The concerns about parking, deliveries and congestion on Bryn Road have been carefully considered, however the Highway Authority is satisfied that the level of provision is adequate for a town / city centre location where there are public car parks and bus routes within easy reach of the site and other commercial businesses receive deliveries via the High Street. The four on-site parking spaces would need to be conditioned so that they are only used by the occupants of the holiday apartments and the rear pulling-in bay should only be used infrequently on an ad hoc basis by any delivery vehicles. The agent has suggested that the shop leases would include a stipulation prohibiting the staff from parking on Bryn Road and while this is welcomed it is not something that could reasonably be conditioned into any planning permission that may be granted.

The remaining consultation responses from Welsh Water, the Environment Agency and the Countryside Council for Wales offer no objection in relation to drainage and nature conservation matters.

Although the application would offer a more intensive use of the site it is not considered, having regard to all of the above planning considerations, that it would result in the overdevelopment of the site. Some of the objectors have suggested that the scheme be reduced but the applicant has consistently put forward a case for the type of proposal currently before you. It would perhaps be fair to say that the scheme offers the most that could reasonably be extracted from the site in this important historical location.

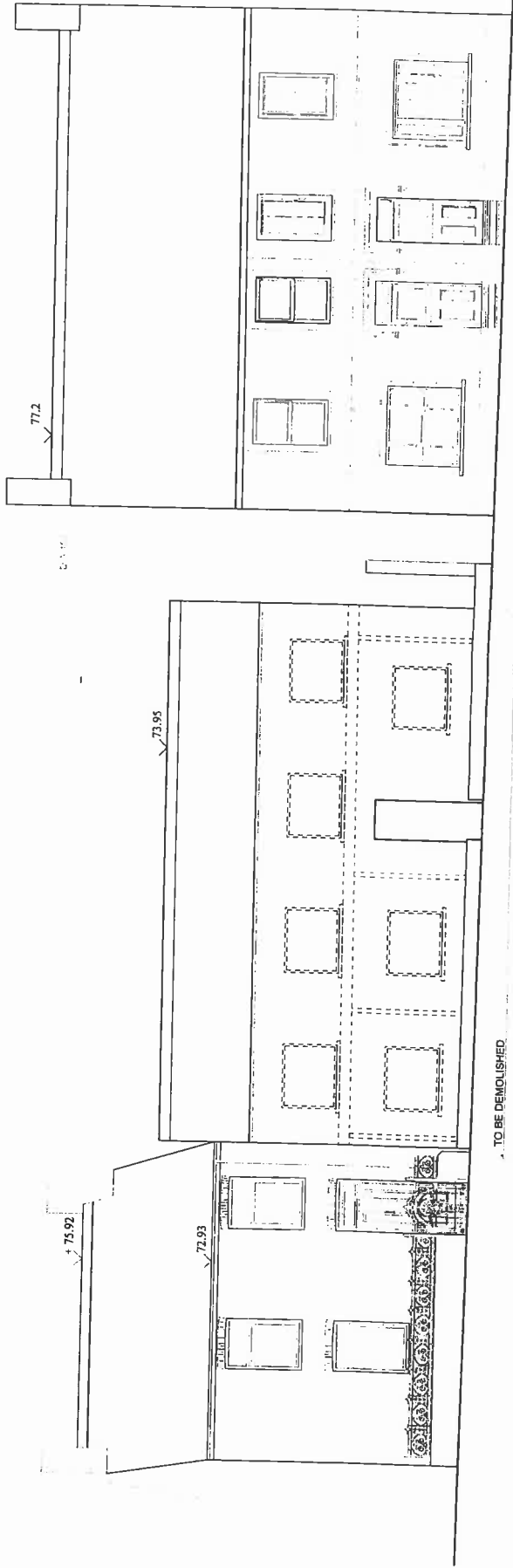
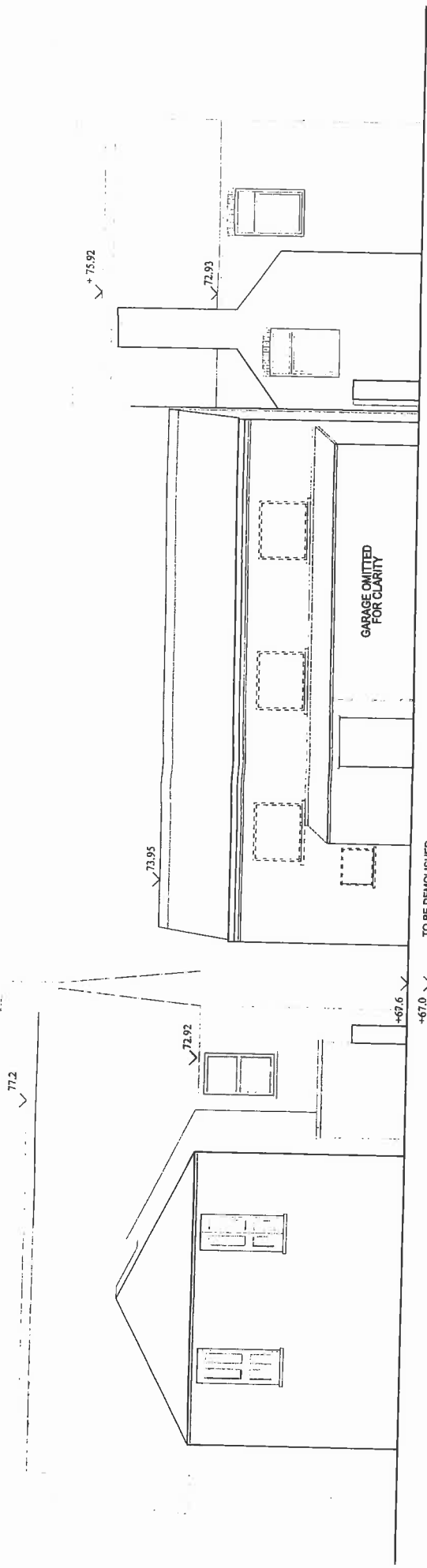
Conclusion

Having carefully considered the application on its planning merits it is considered the scheme would offer a good opportunity to redevelop the site without harming the character or amenity of the area in line with the policy framework set out above. However it is your officers view that the fenestration to the front elevation should be improved and it is asked that this matter be delegated to officers should Members be minded to accept the recommendation of approval.

Recommendation:

That the application be delegated to the Development Management Officer to approve subject to agreeing further details of the fenestration on the front elevation and also subject to the following conditions:

- Development to commence within 5 years
- Development in accordance with amended plans
- Samples of materials / finishes to be agreed
- Holiday occupancy condition for holiday units
- Highway conditions relating to parking, deliveries and surfacing
- Drainage conditions



NP 10 3 83

27 AUG 2010

CLIENT : TWRY FELIN LTD
 JOB : 34 - 36 HIGH STREET, ST. DAVIDS
 DRAWINGS : SURVEY / EXISTING ELEVATIONS
 SCALE : 1 : 100
 DATE : 16 / 08 / 2010



DRAWING NO S03

JOB NO 1046 F

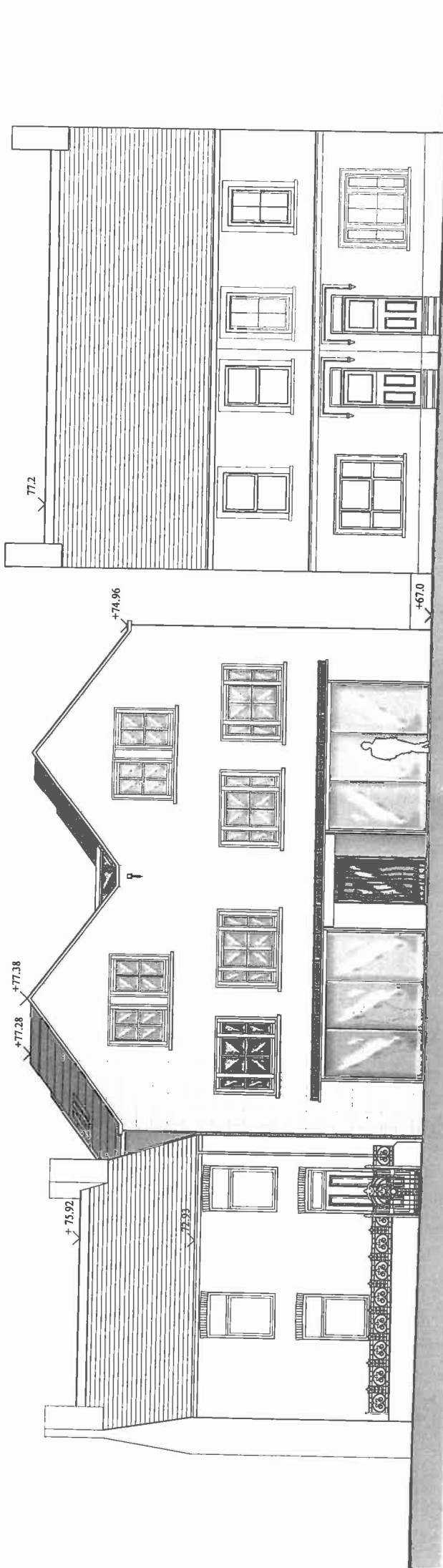
EXISTING FRONT ELEVATION

FRONT ELEVATION (NORTH)

1:100 A3

- 6 DEC 2010

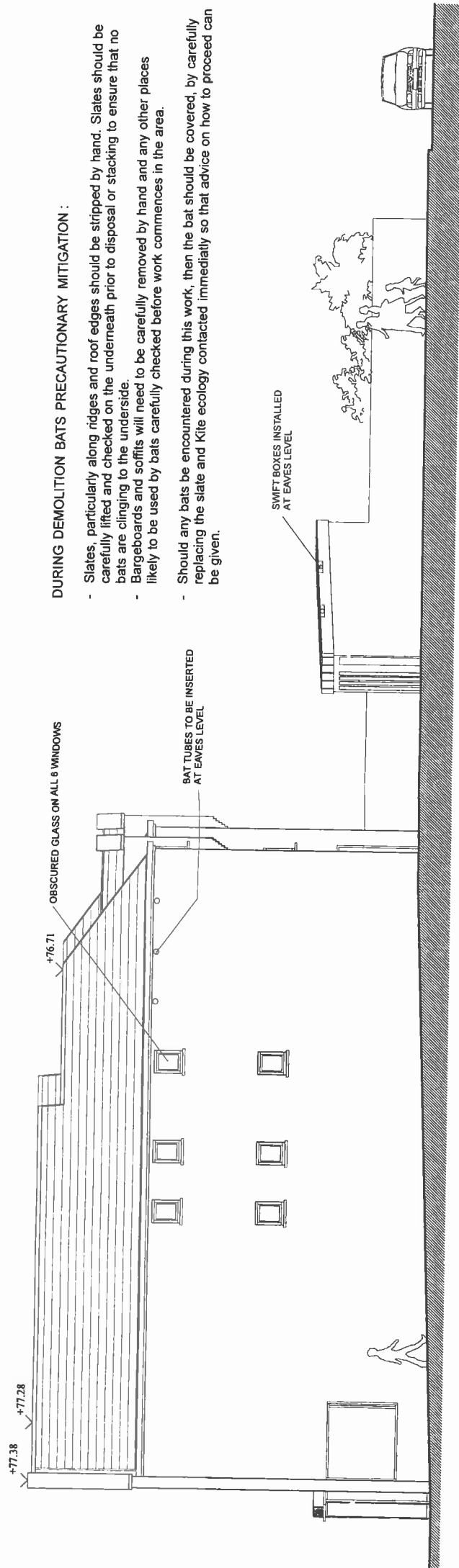
Planning Authority



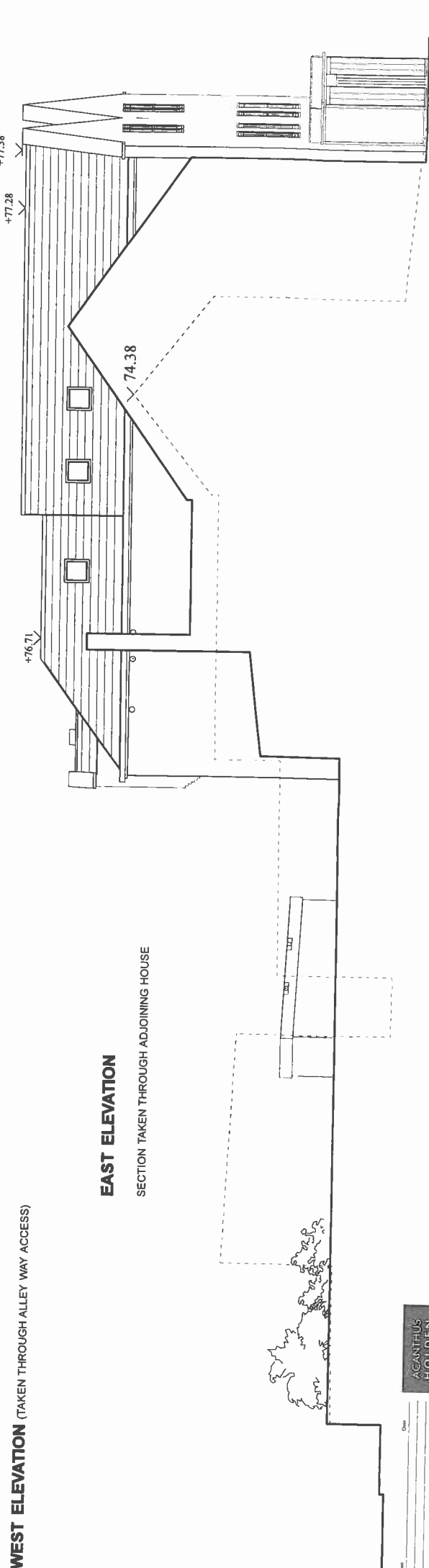
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Twr Y Felin Ltd
 34 - 36 High Street, St Davids
 Front elevation (North)
 Scale: 1:100 Date: 12/10

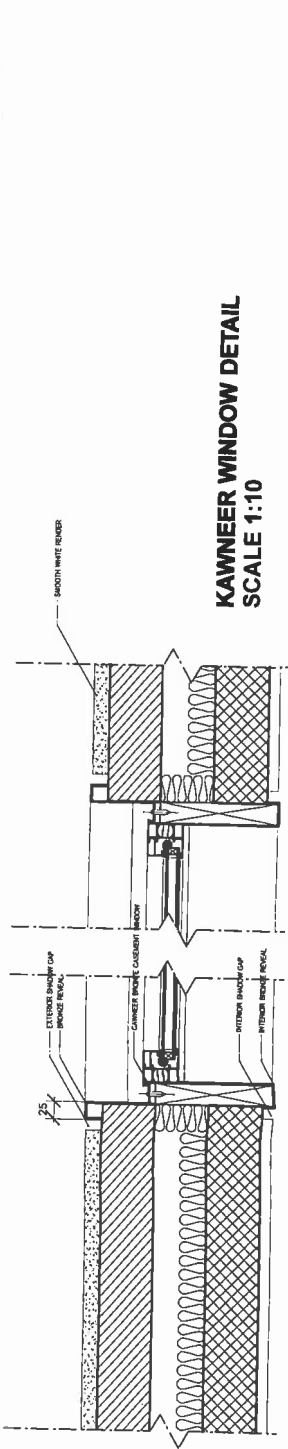
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 Drawing No: A



WEST ELEVATION (TAKEN THROUGH ALLEY WAY ACCESS)



EAST ELEVATION
SECTION TAKEN THROUGH ADJOINING HOUSE



KAWNEER WINDOW DETAIL
SCALE 1:10

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 THE GREEN

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 Date: _____

 Drawing No: 1046F P05

 Rev: A

 Date: 12/10

Pembrokeshire Coast

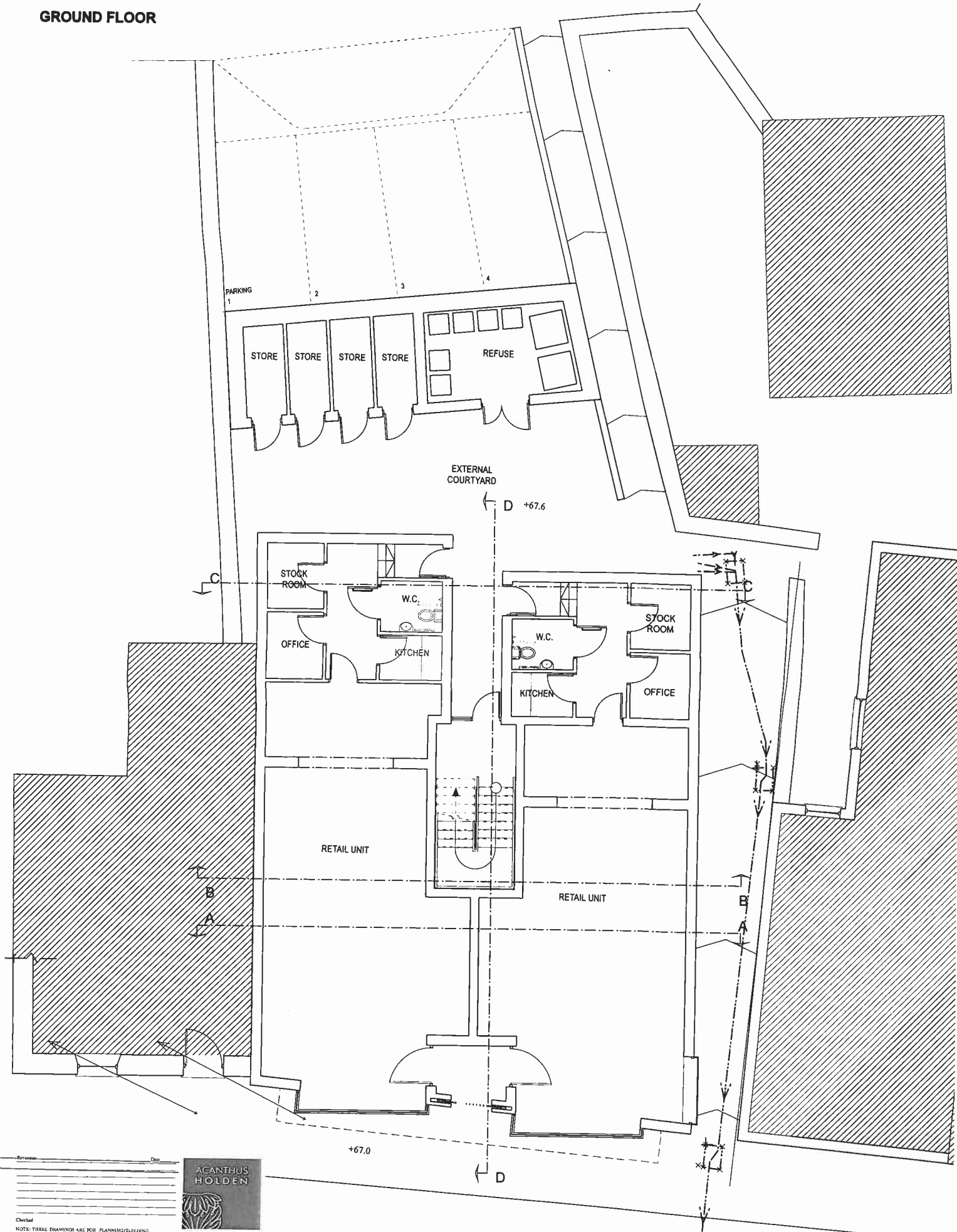
 - 6 DEC 2010

 National Park Authority

DURING DEMOLITION BATS PRECAUTIONARY MITIGATION :

- Slates, particularly along ridges and roof edges should be stripped by hand. Slates should be carefully lifted and checked on the underneath prior to disposal or stacking to ensure that no bats are clinging to the underside.
- Bargeboards and soffits will need to be carefully removed by hand and any other places likely to be used by bats carefully checked before work commences in the area.
- Should any bats be encountered during this work, then the bat should be covered, by carefully replacing the slate and Kite ecology contacted immediately so that advice on how to proceed can be given.

GROUND FLOOR



Revision	Date



WATERMAN'S LANE
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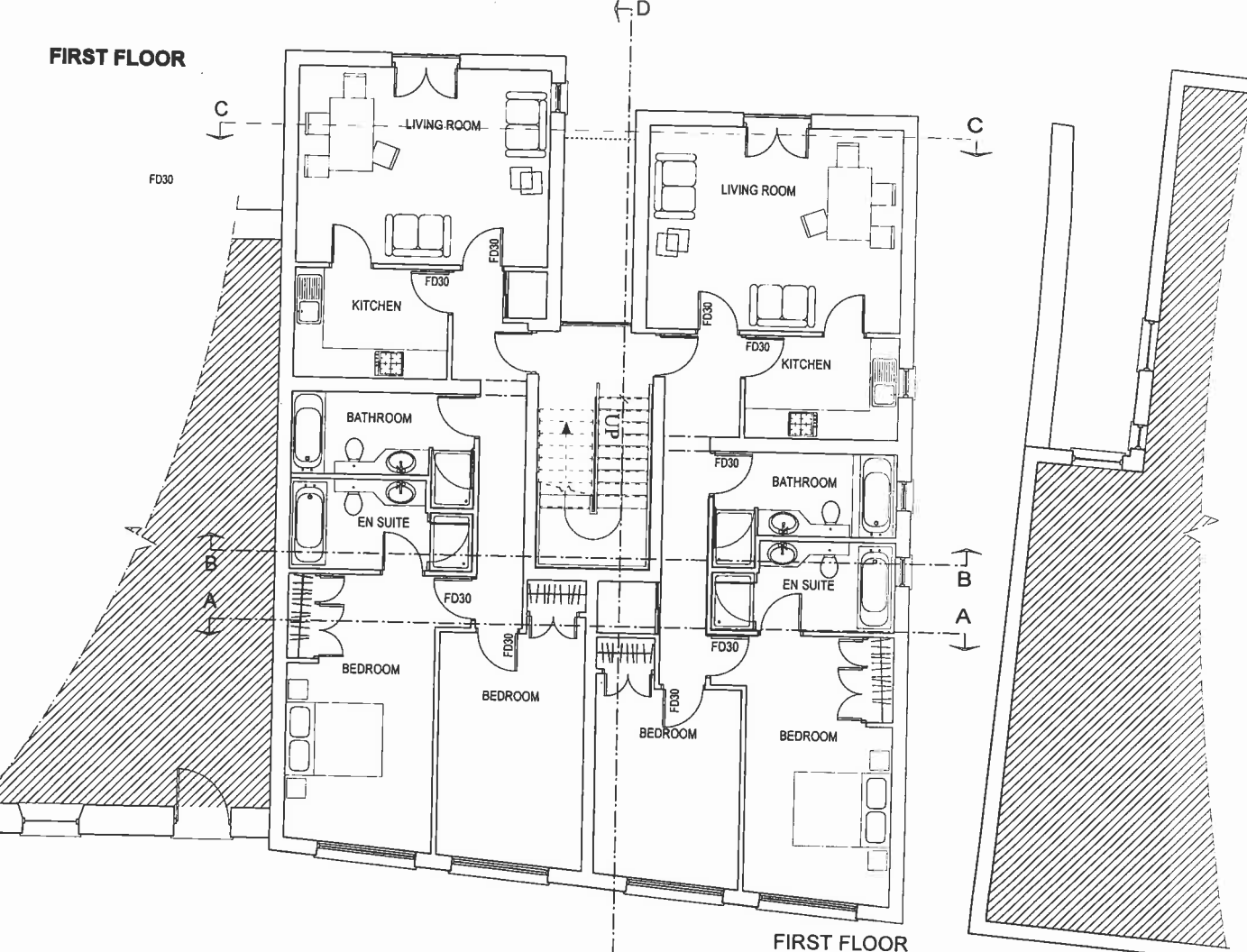
Client **Twr Y Felin Ltd**
Job **34 - 36 High Street, St.Davids**
Drawing **Ground floor plan**
Scale **1:100** Drawn By Date **12/10**

Pembrokeshire Council
- 6 DEC 2010
National Park Authority

1046F P01 A

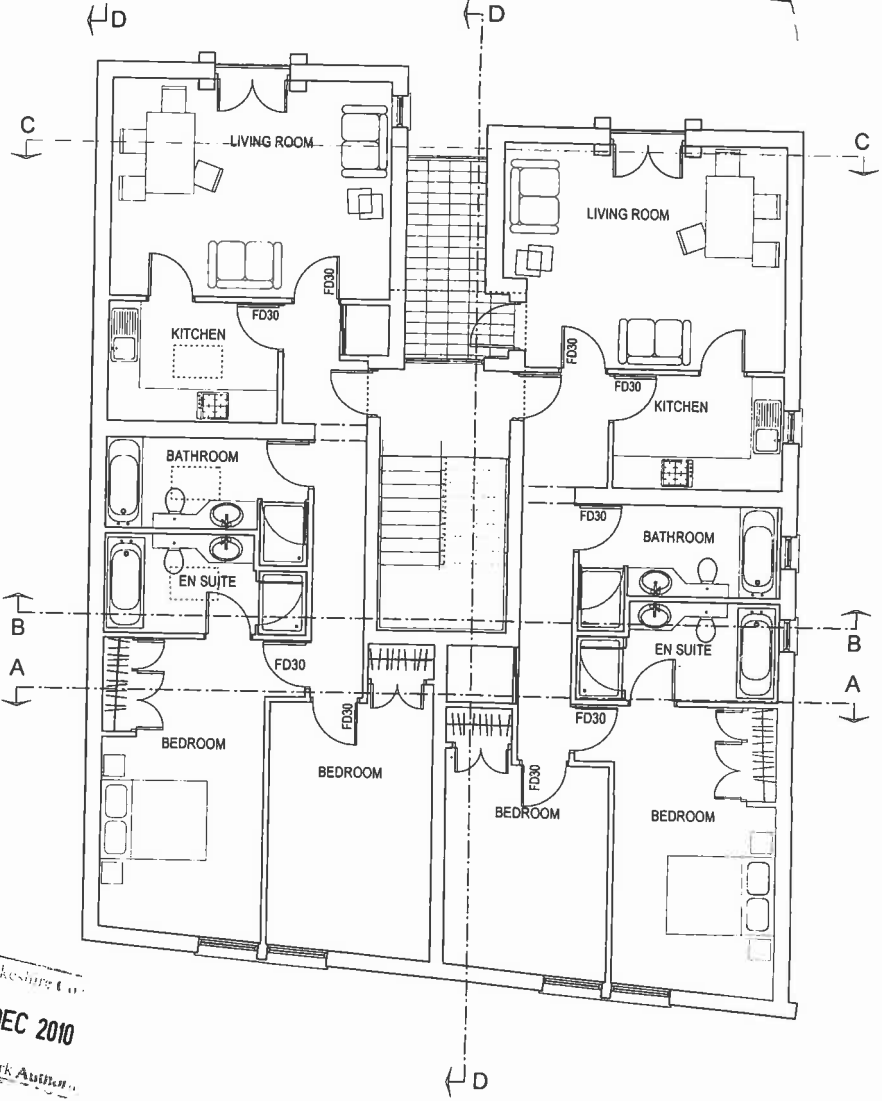
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FIRST FLOOR



FIRST FLOOR

SECOND FLOOR



Revisions _____ Date _____

Checked _____

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Client **Twr Y Felin Ltd**

Job **34 - 36 High Street, St.Davids**

Drawings **First & Second floor plan**

Scale **1:100** Drawn By _____ Date **12/10**



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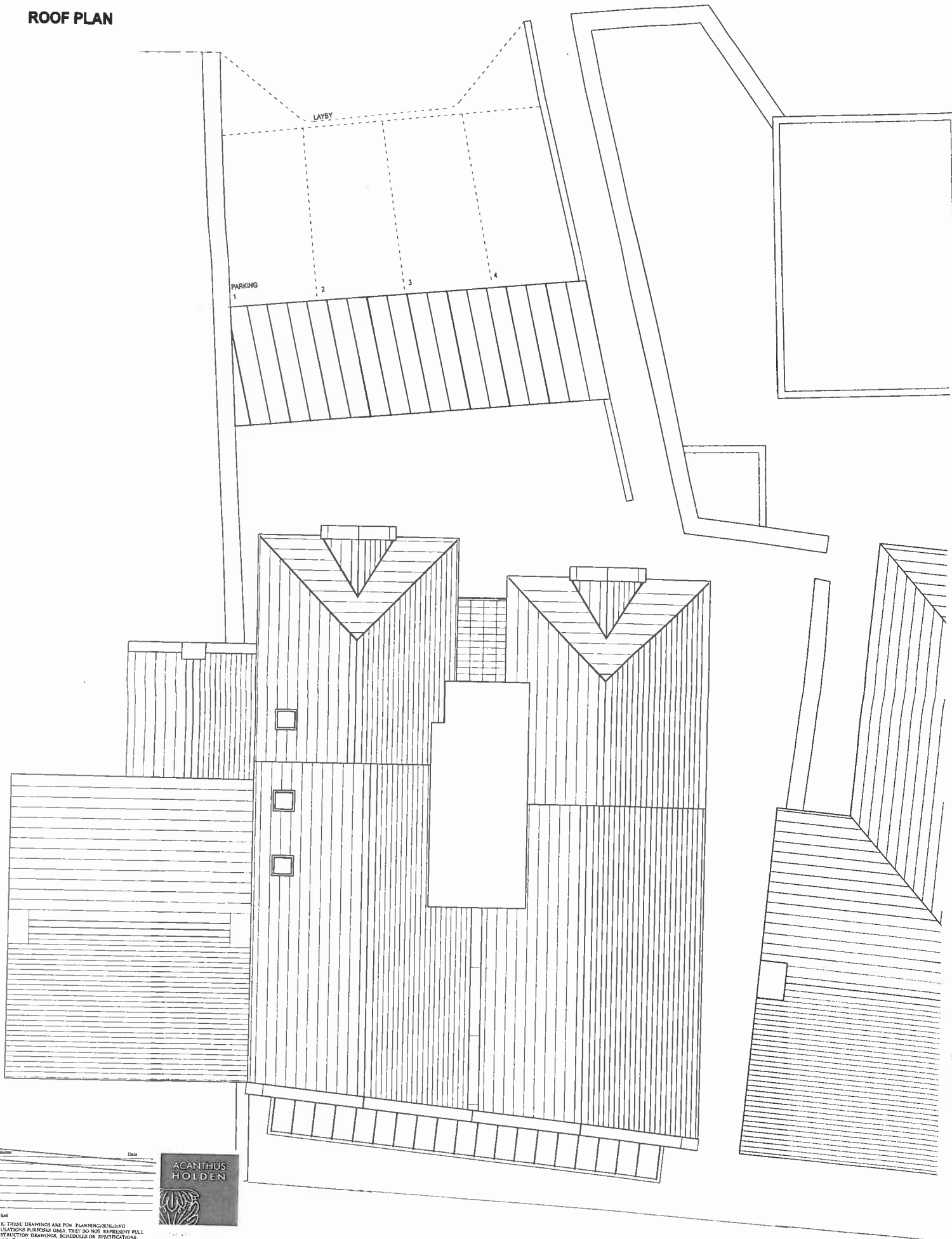
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Job No	Drawing No	Rev
1046F	P02	A

Pembrokeshire Council
- 6 DEC 2010
National Park Authority

ROOF PLAN



Revision	Date



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Client **Twr Y Felin Ltd**
 Job **34 - 36 High Street, St.Davids**
 Drawing **Roof Plan**
 Scale **1:100** Drawn By _____ Date **12/10**

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Job No	Drawing No	Rev
1046F	P08	A

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 National Grid