

Application Ref: NP/17/0151/LBA

Case Officer	Rob Scourfield		
Applicant	Leisureplex Hotels Ltd		
Agent	Mr A Chandler, Argent Architects		
Proposal	Construction of three storey extension to rear, creation of vehicular access through existing hotel to connect to rear car park. Demolition of later rear additions. New windows and doors to rear. Minor internal alterations.		
Site Location	Cliffe Norton Hotel, 10, The Norton, Tenby, Pembrokeshire, SA70 8AA		
Grid Ref	SN13230068		
Date Valid	09-Mar-2017	Target Date	30-Jun-2017

The application is reported to the Development Management Committee as a listed building application accompanying a major application (NP/17/0150).

Delegated Status

This application falls within the provisions of the listed building delegation Direction awarded to this Authority by the Welsh Government on 25th July 2012 (as amended).

Consultee Response

Tenby Civic Society Chairman: Objecting - Concerns with regards to proximity of rear extension to adjacent land, removal and non-replacement of trees, traffic generation and safety and the impact of the vehicular access on the façade of the hotel. Further concerns as to scale and use of the proposed extension, impact on neighbour amenity, loss of trees, the amenity of the proposed rear courtyard, and the potential for alternative access from land to the rear.

Tenby Town Council: Supporting

PCNPA - Tree and Landscape Officer: No objection to this proposal if all works are carried out in accordance with submitted plans and documents

Dyfed Archaeological Trust: Conditional Consent

PCC - Transportation & Environment: Conditional Consent

PCC - Drainage Engineers: Conditional Consent

PCC - Building Regulations: No adverse comments

Mid & West Wales Fire Brigade: No adverse comments

PCNPA - Ecologist: No adverse comments - subject to compliance with bat survey report & addition of an informative

PCNPA - Access Manager: No adverse comments

The Victorian Society: No adverse comments - suggesting that the polychromatic faeae of No.10 be restored as part of the scheme

Public Response

The application has been appropriately advertised, and 10 responses have been received at the time of this report. These relate to design, impact on the listed building, party wall structural issues, neighbour amenity (noise, overlooking, light, duration of construction works), traffic/pedestrian safety, trees, and the impact on the local economy.

Constraints

Special Area of Conservation - within 500m
 LDP Allocation
 LDP Designation
 Biodiversity Issue
 Rights of Way Inland - within 50m
 LDP Centre:60pc aff housing;30 units/ha
 Recreation Character Areas
 Article_4_Directions
 Landscape Character Assessment
 Seascape Character Assessment

Policies considered

As this application is for listed building consent, section 16 of the Planning (Listed Building and Conservation Areas) Act 1990 requires the local planning authority to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest. There is, therefore, no statutory requirement to determine the application in accordance with the policies of the development plan.

Technical Advice Note 24 (The Historic Environment) is a material consideration, with guidance provided by *Conservation Principles for the Sustainable Management of the Historic Environment of Wales* (Cadw, 2011).

Officer's Appraisal

The Cliffe Norton Hotel, listed Grade II, is located towards the south end of the sea-facing Norton, within Tenby Conservation Area. The hotel was formerly four terraced three-four-storey houses, the lower three of early-mid C19 date, stuccoed and painted with sash windows. The lowest house (No. 13) was re-fenestrated in the later C19, with some early-mid C20 alterations to the main door and some windows of Nos 11-12 when converted to a hotel. The upper building, of rather different character, is of Venetian Gothic design (1859 by Ewan Christian for Charles Allen photographer) with balcony and arched windows to the first floor, moulded cornice and mansard roof. The façade was originally of polychromatic stone and brick, all painted over in the mid C20. The building has been much extended to the rear, when the buildings became a hotel, c. 1930. Apart from the three-storey wing of No. 10, the extensions are of later date and modernised, with flat or monopitch roofs.

Much of the historic interior has been lost to hotel use, but a stick baluster staircase survives in No. 13. No. 10 retains the most interior detail, including a fine mahogany stair with twisted balusters, rising around an elliptical well, mahogany doors to the ground floor and a ground floor drawing room with a good plaster cornice, this all to remain.

Listed building consent is being sought for the construction of a three-storey extension to the rear, creation of a vehicular access through the existing hotel to connect to a rear car park. The applicant has demonstrated that there is no alternative in terms of providing access for parking and facilitating the proposed extension/upgrading works.

Listed building consent is also being sought for the demolition of later rear additions, provision of new windows and doors to rear, minor internal alterations and the removal of the paint from the façade of No. 10.

The proposed scheme is considered to be in keeping with the character of the listed building, and its setting in terms of design and form. As such, the application can be supported subject to conditions.

The proposed works to the listed building form part of the proposed extension and upgrading of the hotel. A consideration of accompanying works requiring planning permission is contained within the accompanying planning application (NP/17/0150).

Relevant Planning History

NP/00/230 – internal alterations to improve function room. Listed building consent granted 16/08/2000.

Current Proposal

The proposal comprises:-

- Construction of a three-storey extension to rear. This is designed in a simple modernist style, a block of seven bays (some 26.8 metres by 12.7 metres), 10.2 metres in height from ground level. The flat roof (of composite insulated profile sheet panels) has a deep overhang, the walls detailed in self-finished panels, the windows of coated aluminium. The upper floor of the main (east) elevation is cantilevered forward, this element fully glazed. The first floor has plain windows, the side elevations and north courtyard link elevation similarly articulated. The ground floor has French doors. The extension provides kitchens/dining room to the ground floor and bedrooms above. The extension in listed building terms is considered appropriate in style, scale and layout, modernist in its upper screen glazing, and reflecting the surrounding architecture in the vertical first floor windows, use of render and the deep cornice.
- Creation of a vehicular access through the existing hotel to connect to rear car park. This involves replacing the ground floor window of No. 13 (later C19

tripartite sash) with an open archway, the opening width increasing from 2.2 metres to 3 metres. The opening is to be finished with a segmental head, articulated in stuccoed rustication, the remainder of the ground floor of No. 13 to match. The relevant interior is a small lounge, which has been wholly modernized. The proposal is considered to be justified as being key to improving the facilities and increasing the accommodation of the hotel, the archway designed as a traditional 'coaching arch'.

- Demolition of later rear additions. These include:-
 - i) a timber-framed full-height shallow lean-to to the rear of Nos 11-12, clad in composite slate, with modern windows. The extension was added to create toilets and stores, presumably c. 1930.
 - ii) Two-storey rendered lean-to to rear of No. 13 including flat-roofed section alongside.
 - iii) Flat-roofed single-storey former manager's flat to rear; c. 1930.
 - iv) Shallow three-storey flat-roofed extension to the rear of No. 10 in angle with rear wing, built c. 1930 for cupboard space.
 - v) Single-storey flat roofed store to rear wing of No. 10

These structures are considered to be of low architectural/historic merit and have been modernized outside and within. No objection is raised to their proposed demolition.

- New windows and doors to rear. These are detailed on the plans and are mostly associated with making good, following the removal of the extensions. The windows and doors are designed in traditional painted timber, the former mostly four-paned sliding sashes
- Minor internal alterations. These are mostly associated with upgrading bedrooms and store rooms, and making good following the demolitions. The relevant fabric all looks modern. Within No. 10, steps are to be reinstated on the ground floor to allow the original front door to be re-used
- Removal of paint from façade of No. 10. The façade, constructed of limestone, Bath stone and coloured brick was originally exposed in the polychromatic fashion of the 1850s, this and the architectural style emulating some medieval Venetian palaces. This was all unfortunately painted over in the early/mid C20. The restoration of the façade is welcomed, subject to the method of paint removal, which may be conditioned.

In terms of the objections received, several issues were raised. Some (including the amenity of neighbours, amenity of the proposed courtyard, potential for an alternative access, and impact on the local economy) are not considered relevant in the context of listed building legislation and guidance and are considered within the report relating to NP/17/0150. The relevant issues include:

- Design and scale of the proposed extension. It is considered that the extension strikes an appropriate balance between modernist 'legibility' (upper screen glazing, general form) and an interpretation of the surrounding historic architecture (rendered walls, vertical windows, deep cornice). In terms of scale/layout, the proposed extension is suitably set back from the rear elevation of the listed hotel, preserving the form of the rear elevations to an acceptable degree, this enhanced by the proposed removal of the later extensions.
- Impact on the listed building (proposed access archway). The applicant has justified the need (at pre-application stage) for a vehicular access, there being no alternative available, including from the land to the rear. The proposed arch has been designed in the style of a traditional 'carriage' archway, detailed in rusticated render. It replaces a later C19 window and the room within contains no features of interest. The balance between the effect on the special interest of the building and its ongoing viability has been carefully considered and it is concluded that the scale and design of the hotel is such that the proposed archway preserves the special interest of the building, that the plans serve as an appropriate record and that the work is easily reversible if desired.
- Party wall structural issues. It is considered that such concerns are civil matters and best addressed via party wall agreements.
- Traffic/pedestrian safety. Pembrokeshire County Council has recommended conditions, these considered to address concerns raised in the context of the proposed development.
- Trees. The Authority's Trees and Landscapes Officer has raised no adverse comment, the trees proposed for removal not including the attractive deciduous trees to the rear of No 10.

The proposal is considered acceptable in terms of preserving the architectural and historic character of the property, under the provisions of TAN 24.

In terms of Cadw's Conservation Principles:-

1. Evidential value. The relevant later extensions and alterations to the hotel are considered to be of low architectural and historic merit and no objection is raised to their removal. The proposed vehicular entrance comprises new work, which is reversible.
2. Historical Value. The historical values associated with private residential use and then conversion to a hotel remain obvious in terms of the existing livery and disposition of the sea-facing facades, these strongly apparent to the passer-by.

3. Aesthetic value. The alteration to the sea-facing façade (vehicular entry) has been designed to echo a traditional carriage arch, associated with coaching inns. The rusticated detail and arched head are considered to be appropriate details.
4. Communal value. The building's communal value as 'part of the important sea-front terrace.....and for the High Victorian architectural character of No. 10' remains.

Conclusion

The proposal is considered to be appropriate in terms of size, scale and detail. It is considered to comply with the requirements of TAN 24, and Cadw's Conservation Principles. As such, the application can be supported subject to conditions

Recommendation

That listed building consent be granted subject to the following conditions:

1. The works hereby permitted shall be begun before the expiration of the five years from the date of this consent.

Reason: As required by Section 18 of the Planning (Listed Building and Conservation Areas) Act 1990 (as amended)

2. The development shall be carried out in accordance with the following approved plans and documents: A3597/51/001, A3597/51/002, A3597/51/100, A3597/51/101, A3597/51/102, A3597/51/103, A3597/51/104, A3597/51/105, A3597/51/201, A3597/51/202, A3597/51/301, A3597/51/302, A3597/51/401, A3597/53/002, A3597/53/100, A3597/53/101, A3597/53/102, A3597/53/103, A3597/53/104, A3597/53/105, A3597/53/201, A3597/53/202, A3597/53/302, A3597/53/401, A3597/53/402, A3597/53/501, A3597/53/502 dated 26/04/17; A3597/53/301 – dated 24/05/17. Design and Access Statement – dated 26/04/17, Landscaping Design Statement and Photographic Record dated 9/03/17, Tree Survey Report, Historic Environment Appraisal and Transport Statement – dated 26/04/17; Kite Ecology Bat Survey – dated 12/05/17

Reason: In order to be clear on the approved scheme of development in the interests of protecting visual amenity and the special qualities of the National Park. Policy: Local Development Plan – Policies 1 (National Park Purposes and Duty), 8 (Special Qualities), 15 (Conservation of the Pembrokeshire Coast National Park) and 29 (Sustainable Design).

3. A method statement with regards to the removal of paint from No. 10 shall be provided and approved in writing by the Local Planning Authority prior to the commencement of this element of the proposal. The statement shall include the proposed method of paint removal and the timing of the works within the whole scheme. The works shall thereafter be carried out and retained in accordance with the approved details

Reason: To avoid damage to the brickwork/masonry through inappropriate practice and to ensure a proper standard of development and appearance in the

interests of conserving the amenities and architectural character of the area.

Reason: In order to be clear on the approved scheme of development in the interests of protecting visual amenity and the special qualities of the National Park. Policy: Local Development Plan – Policies 1 (National Park Purposes and Duty), 8 (Special Qualities), 15 (Conservation of the Pembrokeshire Coast National Park) and 29 (Sustainable Design).

4. The off-street parking facilities (for all vehicles including cycles) shown on the plan hereby approved shall be provided before the building is first occupied, and thereafter retained for that purpose.
Reason: to ensure the satisfactory provision of parking facilities and in the interest of highway safety and the amenity of the area. Policy: Local Development Plan – Policy 53 (Impact on Traffic)

5. A construction phase traffic management plan shall be submitted to and agreed in writing with the Local Planning Authority including details of maximum vehicle sizes and numbers and routes to be used along with times at which deliveries will occur to avoid conflict with peak activities, and any measures required to maintain road safety. Prior to commencement of the development, the details agreed under this plan shall be fully implemented and kept in place for the duration of the construction works.
Reason: to ensure adequate and safe access is achieved during the construction period. Policy: Local Development Plan – Policy 53 (Impact on Traffic)

6. Details with regards to the methods of surface water disposal shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works on site. The scheme shall be implemented as approved prior to beneficial use of the development.
Reason: to ensure that effective drainage facilities are provided for the proposed development and that no adverse impact occurs to the environment or the existing public sewerage system. Policy: Local Development Plan 29 (Sustainable Design).

7. No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved, in writing, by the National Park Authority, prior to development commencing.
Reason: To assess the archaeological value of the site and the Local Development Plan - Policy 8 - Special Qualities and PPW3 Chapter 6.

Informatives

The crossing of the highway/verge/footway requires further consent from the Highway Authority under Section 184 of the Highways Act 1980, and working in the highway must be done by an approved contractor. The attached letter produced by the Highways Authority includes the application form, contractors' list and explanatory notes

Where any protected species listed in Annex 8 of Technical Advice Note (TAN) 5: Nature Conservation and Planning (September 2009) (or as subsequently amended) is found to be present on site (or other identified part) to which this permission relates, no works of site clearance