

Application Number: DM/2025/00043

Proposal: Rear single storey extension and conversion of semi-detached house to 3 No. one-bedroom flats

Address: 9 St Mary's Crescent, Rogiet, Monmouthshire, NP26 3TB

Applicant: Mrs Helen Brown

Plans: All Existing Plans 2419 20-100 - , All Proposed Plans 2419 20-200 - , All Existing Plans 2419 90-102 - , Block Plan 2419 90-202 - , Location Plan 2419 90-100 - , Green Infrastructure Appraisal/Statement - , Other Planning Statement

RECOMMENDATION: Approve subject to a s106 agreement

Case Officer: Ms Kate Young
Date Valid: 15.01.2025

This application is presented to Planning Committee due to the number of unresolved objections received from local residents and the Community Council and the Local Member

1.0 APPLICATION DETAILS

1.1 Site Description

The application related to a two storey, semi-detached dwelling that is finished in sparred render. There is a single attached garage which had a flat roof and a driveway in front. The front garden is unenclosed and laid to lawn. The property comprises, kitchen, living room and garage on the ground floor with three bedrooms and a bathroom on the first floor. The house has been leased to Monmouthshire County Council for the last 15 years and has been used as emergency housing. The site is located within the Rogiet Development Boundary and an Archaeologically Sensitive Area.

The site is surrounded by residential properties and there is a row of domestic garages on the opposite side of the road.

1.2 Proposal Description

This full planning application seeks the erection of a single storey extension to the rear of the building, measuring 7m x 3.5m and the subdivision of the property into three, one-bedroom flats. One of the flats would occupy the first floor, one would occupy the ground floor plus half of the rear extension and the third flat would occupy the garage and the other half of the rear extension. Due to the poor structural state of the garage, it would need to be rebuilt. Two lantern lights would be installed on the flat roof of the garage and two installed on the rear extension. The porch on the front of the property would be replaced by a new porch of similar size. The size of the parking area to the front of the property would be increased and there would be hedge planting along the rear boundary and in the front garden.

The application is supported by the following documents:
Green infrastructure Statement
Planning Statement
Bats in Buildings Part A1.

2.0 RELEVANT PLANNING HISTOREY (if any)

Reference Number	Description	Decision	Decision Date
DM/2025/00043	Rear single storey extension and conversion of semi-detached house to 3 No. 1 bed flats	Pending Determination	
DC/1979/00750	Erect A Front Porch APP_TYP 01 = Full DEV_TYP 05 = Alteration MAP_REF = 345821187689	Permitted Development	11.07.1979

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S1 LDP The Spatial Distribution of New Housing Provision
S4 LDP Affordable Housing Provision
S13 LDP Landscape, Green Infrastructure and the Natural Environment
S16 LDP Transport
S17 LDP Place Making and Design

Development Management Policies

H1 LDP Residential Development in Main Towns, Severnside Settlements and Rural Secondary Settlements
GI1 LDP Green Infrastructure
NE1 LDP Nature Conservation and Development
EP1 LDP Amenity and Environmental Protection
MV1 LDP Proposed Developments and Highway Considerations
DES1 LDP General Design Considerations

Supplementary Planning Guidance

Affordable Housing SPG July 2019:

<https://www.monmouthshire.gov.uk/app/uploads/2019/09/Final-Adopted-SPG-July-2019.pdf>

Infill Development SPG November 2019:

<https://www.monmouthshire.gov.uk/app/uploads/2020/02/Appendix-2-Infill-Development-SPG-Latest-Version-for-Final-Adoption-2020-Dave-adjustments-00000002.pdf>

Domestic Garages SPG (January 2013):

<http://www.monmouthshire.gov.uk/app/uploads/2015/07/Domestic-Garage-SPG-Jan-2013.pdf>

Monmouthshire Parking Standards (January 2013)

<http://www.monmouthshire.gov.uk/app/uploads/2015/07/Mon-CC-Parking-Standards-SPG-Jan-2013.pdf>

4.0 NATIONAL PLANNING POLICY

Future Wales - the national plan 2040

Future Wales is the national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. Future Wales - the national plan 2040 is the national

development framework and it is the highest tier plan, setting the direction for development in Wales to 2040. It is a framework which will be built on by Strategic Development Plans at a regional level and Local Development Plans. Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole.

Planning Policy Wales (PPW) Edition 12

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty.

A well-functioning planning system is fundamental for sustainable development and achieving sustainable places. PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities.

5.0 REPRESENTATIONS

5.1 Consultation Replies

Rogiet Community Council – Objects.

The reasons are for the concerns of the residents, the lack of parking and the surface water drainage.

MCC Highways - No objection.

The road outside is not recorded as part of the public highway, however it joins onto the unclassified C292.8.

Under the MCC Local Parking Standards, a three-bedroom dwelling and three single-bedroom flats require the same level of parking provision. Therefore, the proposal represents no change in the site's requirements. The proposal represents no significant change in terms of trip generation. It is not entirely clear how much parking provision the site currently provides and whether a garage and space are available, however we welcome the widening of the driveway as an improvement. As the road here is not recorded as part of the public highway, it is the applicant's responsibility to seek the permission of the landowner to alter the footway and access.

Sustainable Drainage Approval Body - SuDS approval is not required.

Dwr Cymru - Welsh Water - No objection.

The application appears to rely on existing sewer connections and no new connections are to be made with the public sewerage system. Nonetheless, for the avoidance of doubt, we would request the imposition of a condition ensuring that no surface water from any increase in the roof area of the building /or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system.

5.2 Neighbour Notification

Letters of objection from eight addresses:

St Mary's Crescent is a private road with already limited parking spaces and in a poor state of repair.

Increase in cars.

Noise pollution is a concern, especially since we have young children and elderly residents in the area.

Over-development of then site.

Reduction in quality of life.

Three car parking spaces is unachievable and cars would overhang the pavement.

Parking in the street is limited as people using the train station often park in the area.

Increase in sewerage and drainage.

Access and egress for emergency vehicles.
Who is paying for the refurbishment?
Should look to develop other land in the applicant's ownership.
Construction traffic would cause damage to property and vehicles.
Possible flooding due to the loss of surface water drainage.
The lack of allocated parking would also cause an issue for bin lorries and emergency vehicles.
It is possible that six residents could occupy these apartments.
Does the current sewerage system have capacity for such an increase in discharge?
The lanterns will be visible from the road on the garage conversion and are out of character with other properties in the street.
Approval of this application could set a poor precedent for future applications of this nature.
Converting this house to flats would involve overcrowding.
The garage is not a substantial building and is not suitable for human habitation.
Object to the stress that this application will bring to elderly people and would be a contravention of their Human Rights to a quiet and peaceful life.
Decrease in value to properties in the area.
Safety concerns.
Limited daylight to neighbour's back garden.
Living room will be next to neighbour's bedroom.
Lack of amenities in the village.
Will have an effect on future planning applications which could affect the fabric and infrastructure of the area.
May restrict access to the garages opposite.

Local Member Representations

Councillor Strong - provided the following comments:

As County Councillor for Rogiet, I wish to place a formal objection to this application.

It is accepted that there is a high demand for one bedroom properties for emergency housing.

However, the need for additional properties is falling as MCC is pushing ahead with other alternatives to the current hotel provision. I note that the property is already being used by MCC for emergency accommodation and is currently occupied by a family who will presumably need to be rehoused.

The property is leased to MCC by the owner and the application is being made on behalf of the owner rather than by MCC. It is not stated how long the lease has to run and what happens once the lease has expired. The owner will then be free to rent the flats on the open market, creating, in effect a house of multiple occupation with the potential difficulties that arise from such properties. Parking; although regulations state that three one-bedroom flats don't require a greater allocation than a single three-bedroom house, the reality is that the former are likely to generate more parking need than the latter. A single family in emergency accommodation is less likely to have more than one car than the occupants of three separate one-bedroom flats. There is already inadequate parking space in that section of St Mary's Crescent (the row of garages being mainly occupied by people who don't live there). The space in front of the house is inadequate even for one car without it hanging over the pavement. In reality this leads residents either to park on the pavement or to park else here in Rogiet, a village that is already (rather ironically) plagued by parking difficulties.

I note that the property stands on an unadopted road that is already in poor condition and unlikely to be repaired. It is not clear if permission from the landowner of the road needs to be given or if he/she has been consulted, not just in relation to permanent changes but also in relation to access for construction vehicles during the conversion work.

I note that the printed planning notice was posted in a place where few residents would have seen it, halfway along a cul-de-sac.

All these are genuine concerns raised by residents and without satisfactory answers permission should not be granted

Please note all representations can be read in full on the Council's website:

<https://planningonline.monmouthshire.gov.uk/online-applications/?lang=EN>

6.0 EVALUATION

6.1 Principle of Development

Planning Policy Wales (PPW)12 paragraph 4.2.23, states that proposals for housing on infill and windfall sites within settlements should be supported where they accord with the national sustainable placemaking outcomes. With regards to the new residential development, the site is located within the Rogiet Development Boundary. Policy S1 of the LDP says that the main focus for new housing development is within main towns and the Severnside sub-region, Rogiet is within the Severn Side sub region. Policy H1 of the LDP says that within development boundaries in the Severn side Settlements, the residential development and re-development, together with subdivision of larger dwellings will be permitted, subject to detailed planning considerations. Policy S9 allows for the conversion of properties into flats within development boundaries subject to detailed considerations. Therefore the principle converting the existing residential dwelling into three self-contained flats in this location is acceptable in policy terms.

6.2 Sustainability

The Local Development Plan and PPW encourages sustainable development. This is a sustainable location; the occupiers of these flats can walk to a wide range of facilities. There is a general store, garage and primary school in the village all of which are within easy walking distance from the proposed site. There is a public bus service through the village which links it to the settlements of Caldicot, Chepstow and Newport. The site is also easily accessible to Severn Tunnel junction railway station. The proposal accords with a key objective of PPW12 providing residential accommodation in a sustainable location.

6.3 Good Design and Place Making

Policy DES1 of the LDP requires development to respect the character and appearance of an area. When viewed from the public realm, there will be only minor alterations to the front elevation. The garage door will be replaced by a personnel door and a standard sized window would be installed in white uPVC to match the main dwelling. The height of the garage roof will be raised by approximately 500mm. This will not adversely impact on the street scene; the adjoining garage is already slightly higher. The lantern lights are set back from the front elevation of the converted garage and sit between 2no. two-storey dwellings so they will not be visually prominent in the street scene. The proposed new porch to the front would replace the existing porch and there would be very little visual difference. The rear extension would not be viewed from the public realm, but the design is single storey, contemporary and in keeping with the character of the main dwelling. The finishing materials of the extension would match those of the host dwelling. The design of the proposal is in accordance with the objectives of Policy DES1 of the LDP, which requires that all development shall be of a high quality, sustainable design and respect the local character and distinctiveness.

6.4 Impact on Amenity

There are residential properties on either side of No. 9 St Marys Crescent. No. 10 is immediately to the north; it has a single storey rear extension to the rear that extends out about 3 metres. There are no windows on the side facing towards No. 9. The proposed rear extension at No. 9 will have minimal impact on the occupiers of No. 10. To the south of the site is No.8 which has a single storey attached garage adjoining the application site. The ground floor windows of number 7 are over three metres away from the proposed single storey extension; in addition the extension is set to the north of number 7. The single storey extension which protrudes out 3.7 metres from the rear elevation will not significantly adversely affect the outlook or light to the adjoining property especially give the single storey nature of the extension and the presence of a 1.8 metre high close boarded fence between the two properties. The fact that the replacement garage will be approximately 500mm higher than the existing garage will not cause any detriment especially as the garage at No. 7 is already slightly higher than the existing garage at No. 9. To the west of the site is 12 St Marys Crescent, there is currently some renovation works underway on that site. The proposed extension will be approximately 6 metres from the common boundary, the same distance as the single storey extension to the rear of No. 10. The proposal therefore accords with the

objectives of Policy DES1 of the LDP as it maintains reasonable levels of privacy and amenity to the occupiers of neighbouring properties

6.5 Ecology

In this case there will be no alterations to the roof of the main house and no outbuildings are being demolished. The attached garage will have to be replaced and has a flat felt roof. Given the modern construction of the garage and its constant use there is little potential for the garage to be used as a bat roost. The pro forma Bats in buildings parts A and B have been completed. Planning Policy Wales (PPW) 12 sets out that "planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity" (para 6.4.5 refers). This policy and subsequent policies in Chapter 6 of PPW 12 respond to the Section 6 Duty of the Environment (Wales) Act 2016. In this case it is proposed to plant some easy maintenance dwarf hedging along the new path at the front of the property leading to the front entrance. Also some dwarf hedging and pollinator plants in the rear garden are proposed along the rear fence. These enhancements are shown on the proposed block plan and referred to in the GI Statement. It is considered that this planting provision will provide an overall net benefit for biodiversity given the low biodiversity value of the existing habitats on site. Consequently, the proposals are deemed to comply with the requirements of PPW 12 and Policy NE1 of the LDP. The Green Infrastructure Statement submitted with the application is proportionate to the scale of the development.

6.6 Highways

6.6.1 Sustainable Transport Hierarchy

PPW12 refers to the Sustainable Transport Hierarchy where walking and cycling are the highest priority and public transport second with private motor vehicles being the least desirable option. In this case the site is in an existing residential area. This is a sustainable location and the occupiers of these flats can walk to a wide range of facilities. There is a general store, garage and primary school in the village all of which are within easy walking distance from the proposed site. There is a public bus service through the village which links it to the settlements of Caldicot, Chepstow and Newport. The site is also easily accessible to Severn Tunnel junction railway station. The proposal accords with a key objective of PPW12 providing residential accommodation in a sustainable location.

6.6.2 Access / Highway Safety

The application proposes the conversion of the existing three-bed property into three separate one-bedroom flats. The road outside is not recorded as part of the public highway, however it joins onto the unclassified C292.8. The proposal represents no significant change in terms of trip generation. There are no highway grounds for an objection. As the road here is not recorded as part of the public highway, it is the applicant's responsibility to seek the permission of the landowner to alter the footway and access.

6.6.3 Parking

The adopted Monmouthshire Parking Standards require one off street parking space per bedroom up to a maximum of three for each dwelling. At present no 9 St Marys Crescent has three bedrooms and would require three parking spaces under the current standards. The dwelling was built prior to the current standards being adopted and has a driveway for the parking of one car and an attached garage which appears to be too small to house a modern vehicle. Under the adopted standards each of the one bedroom flats would require one off road parking space. The proposal includes the widening of the driveway to the front of the property therefore improving the parking situation. The Highway Authority has offered no objection to the application stating that "Under the MCC Local Parking Standards, a three-bedroom dwelling and three single bedroom flats require the same level of parking provision. Therefore, the proposal represents no change in the site's requirements."

6.7 Affordable Housing

There is a requirement for a financial contribution for the off-site provision of affordable housing under Policy S4 of the LDP. The applicant has agreed to this requirement.

6.8 Flooding

The site is not in a designated flood zone identified in the DAM maps of TAN 15 or the Flood Maps for Planning in the emerging TAN 15, therefore the site is at no particular risk of flooding from surface water, sea or main rivers.

6.9 Drainage

6.9.1 Foul Drainage

The foul water will connect, as it does now, to a mains sewer. This complies with the advice from NRW that in a sewered area the preference is to connect into a mains sewer. The application relies on existing sewer connections and no new connections are to be made with the public sewerage system.

6.9.2 Surface Water Drainage

The size of the rear extension and the increase in the width of the driveway combined are less than 100m² and therefore SAB approval is not required. The overall development results in a minimal increase in surface water drainage. Welsh Water have requested a condition requiring that no surface water from any increase in the roof area of the building or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system.

6.10 Response to the Representations of Third Parties and/or Community Council

The Local Member has written in to object to the application. He considers that the demand for one-bedroom emergency housing is falling. However a letter to the applicant from Helen Horton, Senior Accommodation Development Officer with MCC, says "one bedroom properties are in short supply and high demand for us and this would suit our portfolio very well in terms of meeting the needs of homeless demand in the area". The councillor is also concerned that the current occupiers of the property will have to be re-housed, however the property is currently vacant and has been for some time. There is greater demand for one-bedroom flats than there is for family housing. The councillor questions how long the lease with MCC will be as he is concerned that the property would pass to the private sector and then become an HMO. We can only consider the application which is before the planning authority and not consider what may happen at some time in the future, but it is evident that three distinct one-bedroom flats would not be a House of Multiple Occupation. The councillor was also concerned about the lack of parking, considering that three flats would generate more demand for car parking than a three-bed dwelling. This has been addressed in detail in the main body of the report and Highways have offered no objection. He is also concerned that the road to the front of the property is unadopted and that the landowner's permission will be required to develop the site. Land ownership is a private legal matter and not a material planning consideration in this case. If the road was to be damaged by construction traffic, then the interested parties would have the normal legal redress. Finally, the Local Member suggests the site notice was posted in an inappropriate place. The site notice was posted on a lamppost outside of no 8 St Marys Crescent approximately 7 metres from the application site.

Rogiet Community Council also objected to the application due to the lack of parking and the surface water.

We received several letters of objection from local residents. Their main concern was related to increase in traffic generation and lack of parking provision, these issues have been addressed in the main body of the report. The parking provision is being improved by widening the existing driveway to accommodate two vehicles. If the cars using the spaces are particularly large, they

may overhang the pavement, but this is no different from the current situation. The proposal should not restrict access to the garages on the opposite side of the road. The proposal will not necessarily result in restricted access to emergency vehicles and bin lorries especially as bin lorries do not normally use unadopted roads. Local residents have expressed concern regarding foul sewerage capacity and increased flooding. The foul water will connect, as it does now, to the mains sewer and no new connections will be made. The rate of discharge from three one-bedroom flats is likely to be similar to that from a one three-bedroom dwelling. Welsh Water have offered no objection provided that any increase in surface water flow does not enter the mains. This will be conditioned. The site is not in a flood zone as recognised by TAN15 and the extension to the property including the additional hardstanding is less than 100m², therefore SAB approval is not required.

One resident is concerned that the lanterns above the garage will be visible and out of character; whilst they will be visible their design is considered acceptable. Another resident is concerned about loss of light; residential amenity has been discussed in detail in the main body of the report and it was concluded that the single storey extension to the rear would not adversely affect adjoining properties given the fact that one of the properties already has a similar extension to the rear and the other has a garage between the proposed extension and the main house; in addition, there is a close boarded fence along the common boundary

Residents were also concerned by the noise and disruption during the construction phase and possible damage to property from construction vehicles. Any disruption caused would only be temporary and a Construction Phase Management Plan can be imposed by condition limiting the hours of construction on site. If there is any damage to property caused by construction traffic it would be covered by the normal legal system.

Other letters of objection referred to the devaluation of property prices, concerns over who is paying for the refurbishment as well as questions about the lease. None of these are material planning considerations.

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

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.

6.12 Conclusion

The site is located within the Rogiet Development Boundary. Policy H1 of the LDP says that within development boundaries in the Severnside Settlements, residential development and redevelopment together with the subdivision of larger dwellings will be permitted, subject to detailed planning considerations. Policy S9 allows for the conversion of properties into flats within development boundaries subject to detailed considerations. Therefore the principle of converting the existing residential dwelling into three self-contained flats in this location is acceptable in policy terms. The proposal accords with a key objective of PPW12 providing residential accommodation in a sustainable location. The extension to the rear of the property is relatively small, the design is in accordance with the objectives of Policy DES1 of the LDP, which requires that all development shall be of a high quality, sustainable design and respect the local character. The proposal accords with the objectives of policies DES1 and EP1 of the LDP as it maintains reasonable levels of privacy and amenity to the occupiers of neighbouring properties.

The shrub planting within the site will provide an overall net benefit for biodiversity given the low biodiversity value of the existing habitats on site. Consequently, the proposals are deemed to comply with the requirements of PPW 12 and Policy NE1 of the LDP. The Green Infrastructure Statement submitted with the application is proportionate to the scale of the development. The proposal will not lead to a significant increase in traffic generation. Under the adopted parking

standards the requirement for a three-bedroom dwelling would be the same as the standard for three one-bedroom flats; the proposal involves widening the existing driveway thereby improving the current position. While the adopted standards cannot be provided for the existing dwelling or other dwellings in the area, there will be an improvement with the provision of an additional space. The Highway Authority has offered no objection to the application. In conclusion, the application is considered to be policy compliant in all respects and is presented to Committee Members with a recommendation for approval.

7.0 RECOMMENDATION: Approve subject to a s106 agreement

S106 heads of Terms

To secure a financial contribution towards the off-site provision of affordable housing based on the following formula. This would be based on the net increase of two residential units at the site:

Internal Floor Area (m2) x £80/m2 x 58%.

Conditions:

1 This development shall be begun within 5 years from the date of this permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

2 The development shall be carried out in accordance with the list of approved plans set out in the table below.

REASON: To ensure the development is carried out in accordance with the approved drawings, for the avoidance of doubt.

3 No surface water from any increase in the roof area of the building /or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system.

REASON: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

4 The biodiversity net benefit features for ecology referred to in the Green Infrastructure Statement by SJ Architecture dated 10th January 2025 and shown on the proposed Block Plan 2419 90 202, shall be implemented in full and shall be retained as such in perpetuity.

REASON: To provide biodiversity net benefit and ensure compliance with PPW 12, the Environment (Wales) Act Bio enhancements

5 No flat shall be occupied until the driveway has been extended in accordance with the approved drawing 90 202 and that space shall thereafter be kept available for the parking of vehicles in perpetuity.

REASON: To ensure provision is made for the parking of vehicles and to ensure compliance with LDP Policy MV1.

6 No development shall commence until details of a scheme for the disposal of surface water has been submitted to and agreed in writing by the local planning authority. The details shall include how the development will manage surface water flood risk in all events up to the 100year plus climate change event. The scheme shall be implemented in accordance with the approved details prior to the prior to the development being brought into beneficial use and retained in perpetuity.

REASON: So as to not increase the flood risk both on and off site.

7. Prior to any works commencing on site, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved by the Local Planning Authority. This Plan shall include traffic management measures, hours of working, measure to control dust, noise and construction related nuisances and measures required to protect adjoining users from the construction works. The development proposal shall be carried out in accordance with the approved CTMP.

REASON: To ensure that the development is carried out in a safe and considerate manner in accordance with the requirements of policies MV1, DES1 and EP1 of the LDP.

INFORMATIVES

1 The proposed development (including any demolition) has been screened under the Environmental Impact Assessment Regulations and it is considered that an Environmental Statement is not required.

The planning permission hereby granted does not extend any rights to carry out any works to the public sewerage or water supply systems without first having obtained the necessary permissions required by the Water industries Act 1991. Any alterations to existing premises resulting in the creation of additional premises or merging of existing premises must also be constructed so that each is separately connected to the Company's water main and can be separately metered. Please contact our new connections team on 0800 917 2652 for further information on water and sewerage connections

2 The developer is advised that the provisions of the Party Wall etc. Act 1996 may be applicable to the proposal and is advised to seek appropriate advice prior to any work commencing on site.