

Application Number: DM/2018/00950

Proposal: Conversion of dwelling at first and second floor levels to four flats. Extension to rear at second floor level.

Address: 9 - 13 St Thomas's Square, Monmouth, NP25 5ES

Applicant: Mr And Mrs Hale

Plans: All Proposed Plans BP2628/01 - A,

RECOMMENDATION: APPROVE

Case Officer: Mrs Jo White
Date Valid: 05.06.2018

1.0 APPLICATION DETAILS

1.1 This application relates to a three-storey property at 9-13 St Thomas Square, Monmouth. The site is located within the designated Central Shopping Area of Monmouth Town and is within a Conservation Area as defined by Monmouthshire Local Development Plan.

1.2 The property is retail at ground floor with a 6-bed residential dwelling occupying the first and second floor. This application seeks permission for the sub-division of the first and second floor into four residential flats together with a second floor extension (over the existing first floor extension) to provide a stairwell.

1.3 The property has the benefit of a rear garden that is largely hard landscaped with a decked seating area. Neighbouring properties consist of three storey buildings that are commercial at ground floor with mostly residential above. A complex of residential flats is located to the west that overlooks the rear of the site.

2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
DC/2013/00294	Reinstate blocked up doorway on front elevation; install new doors on S.E. and N.W. elevations; internal passage to access rear of property.	Approved	21.05.2013
DC/2017/00149	Erection of 2no. internal walls to revert unit back to 2no. separate units.	Approved	16.02.2017
DC/2011/00949	Sub division of shop to shop and dental surgery.	Approved	14.12.2011

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

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

Development Management Policies

DES1 LDP General Design Considerations
EP1 LDP Amenity and Environmental Protection
HE2 LDP Alterations to Unlisted Buildings in Conservation Areas
H1 LDP Residential Development in Main Towns, Severnside Settlements and Rural Secondary Settlements
MV1 LDP Proposed Developments and Highway Considerations
H9 LDP Flat Conversions

4.0 REPRESENTATIONS

4.1 Consultation Replies

Monmouth Town Council: No response received.

MCC Heritage Officer: Acceptable subject to condition requiring details of external materials.

NRW: No objections.

Senior Housing Strategy and Policy Officer: Local Development Plan Policy S4 requires that all residential developments should make a contribution to the provision of affordable housing in the local planning area. As this site falls below the threshold at which affordable housing is required on site, a financial contribution will be required. However, after undertaking a viability appraisal on the above scheme I have concluded that it is not viable for the applicant to make a financial contribution towards affordable housing.

Welsh Water: requested standard condition and Informatives.

MCC Highways: Object to the proposal -

There is no existing car parking provision for the existing dwelling and there are no proposals to create any car parking provision for the proposed flats.

The MCC Parking Standards requires one car parking space to be provided for each bedroom per dwelling with a maximum of three car parking spaces per dwelling. Based on this requirement the existing six bed dwelling requires the maximum three car parking spaces and due to lack of provision we would expect up to three vehicles are accommodated locally on-street or in the public car parks.

Considering the proposed development of 2 No. two-bedroom flats and 2 No. one-bedroom flats there is a requirement for six car parking spaces in accordance with Monmouthshire Parking Standards. As stated above there are no proposals to provide any parking therefore we would expect a further three vehicles to contribute towards the existing on-street parking and public car park facilities which is already at capacity.

In light of the above comments, we would object to the application on the grounds that no car parking facilities are being provided therefore the development will have a detrimental impact on the local highway network and local public car parking facilities, which already suffer from parking stress and are at capacity.

4.2 Neighbour Notification

No responses received.

5.0 EVALUATION

5.1 Principle of the proposed development

5.1.1 The site is located within the settlement boundary of Monmouth town as defined under Policies S1 and H1 in the Monmouthshire Local Development Plan (LDP). Policy H1 of the LDP specifies that the subdivision of large dwellings such as upper vacant floors in town centres will be permitted subject to detailed planning considerations whilst Policy H9 refers specifically to flat conversions stating that proposals for conversion into flats within town centres will be permitted provided that they do not adversely affect the qualities of the street scene or the building and provide reasonable levels of amenity.

5.1.2 The use of the first and second floor will remain unchanged (domestic) and it is considered that there will be no negative effects on the street scene, the building or the wider area that is designated as a Conservation Area. Indeed, the adjacent buildings benefit from first and second floor flats and thus the development will be in keeping. The proposed second storey extension will be located to the rear which is largely screened and is therefore not considered to detract from the overall appearance or character of the Conservation Area in accordance with LDP Policies HE2 and H9.

5.2 Design and Residential Amenity

5.2.1 The proposed second floor extension to the rear is modest in size, measuring 2.5m wide with a projection of 4.6m, and will extend the height of the existing extension to match the eaves of the main building. The extension will provide a stairwell to access Flat 4. A window will feature to the rear elevation of the extension to match that of the existing first floor. Finishes will be painted, textured render and uPVC windows to match that of the existing building. A new pedestrian door is proposed to be inserted into the front elevation to provide access to Flat 1. Historic photos provided by the applicant indicate that this is in the location of an original door opening. It is considered that the new door opening will create a visually balanced shopfront and will not cause harm to the character of the Conservation Area. The Council's Heritage Officer has confirmed they have no objections to the proposal subject to a condition requiring details of external materials. On this basis, the development is not considered to have a detrimental effect upon the character of the Conservation Area in line with LDP Policy HE2.

5.2.2 The scale and mass of the extension is considered to be acceptable and given its centrally located position, will not cause any unacceptable overbearing or overshadowing onto the neighbouring properties. There may however be some overshadowing to the rear windows of Flat 4 and Flat 3, all of which serve bathrooms and kitchens. It is not considered that the level of potential overshadowing on these non-habitable rooms will cause such an adverse impact to warrant refusal. The development is therefore considered to be in accordance with LDP Policies EP1, DES1 and HE2.

5.2.3 The rear garden provides a reasonable level of amenity for the flats and it is considered there is sufficient space for paraphernalia such as bin storage and drying areas. In terms of privacy on the neighbouring properties, it is considered that the change from a dwelling to flats will have a negligible impact. The development is therefore considered to comply with LDP Policy H9 in this regard.

5.3 Highway Safety

5.3.1 Owing to its town centre setting there is no vehicular access to the rear of the site. The existing 6-bedroom dwelling therefore has no parking provision. In response to the objection made by the Highways Officer, it is noted that the proposal does not include on-site parking provision in accordance with the adopted parking guidelines. However, the property is located in one of the

main settlements which provides sustainable transport links including cycle routes. It is within walking distance of public car parks, shops and supermarkets. Whilst it is acknowledged that the public car parks are considered to experience parking stress, given the sustainable location of the site it is likely that not all future residents would require a car. Notwithstanding this, the potential addition of three cars, which may only require parking in the evenings (when the shops are closed and thus the car parks are less likely to be at capacity), is unlikely to cause such a significant impact so as to warrant refusal.

5.4 Ecology

5.4.1 Having visited the site and assessed the 'Bat Form A' submitted with the application it was concluded that the presence of bats is unlikely. However, an informative note will be added should any bats or roosts be discovered during building works.

5.5 Affordable Housing

5.5.1 Developments considered under LDP Policy H1 are also subject to affordable housing contributions under Policy S4. For sites within Monmouth town an affordable housing contribution of 35% is required for development sites of 5 or more dwellings. For developments below this threshold a financial contribution towards the provision of affordable housing would be required. However, in this instance, the Senior Housing Strategy and Policy Officer has conducted a viability appraisal and has concluded that it would not be viable for the applicant to make a financial contribution towards affordable housing.

5.6 Conclusion

5.6.1 On balance, given its sustainable location, proximity to public car parks and the need to provide additional housing to contribute towards the housing stock it is considered that the lack of on-site parking provision for three cars is not a reason for refusal in this instance. There will be no detrimental impact upon the character or views in and out of the Conservation Area as a result of the development and it is therefore recommended that the application be approved subject to conditions.

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

5.7.1 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.
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 new impermeable surfaces within its curtilage shall 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 Details of the proposed external finishes shall be agreed with the Local Planning Authority in writing before works commence and the development shall be carried out in accordance with those agreed finishes which shall remain in situ in perpetuity unless otherwise approved in writing by the Local Planning Authority. Such details shall include the manufacturer, product name and colour.

REASON: To ensure a satisfactory form of development takes place.

INFORMATIVES

1. The developer may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com
2. Please note that Bats are protected under The Conservation of Habitats and Species (Amendment) Regulations 2012 and the Wildlife and Countryside Act 1981 (as amended). This protection includes bats and places used as bat roosts, whether a bat is present at the time or not. If bats are found during the course of works, all works must cease and Natural Resources Wales contacted immediately. Natural Resources Wales (NRW) (0300 065 3000).