

16 DCSE2007/3043/F - CONVERSION OF AND FIRST AND SECOND FLOOR EXTENSION TO DISUSED GARAGE BUILDING AT REAR OF HOTEL TO CREATE THREE STOREY BUILDING OF 9 NO. FLATS AT KINGS HEAD HOTEL, HIGH STREET, ROSS-ON-WYE**For: Kewmoor per Henry Mein Partnership, 12 Clarendon Street, Nottingham, NG1 5HQ****Date Received: 28th September, 2007 Ward: Ross-on-Wye West Grid Ref: 59842, 24173
Expiry Date: 23rd November, 2007**

Local Members: Councillor G Lucas and Councillor CM Bartrum

1. Site Description and Proposal

- 1.1 The application premises comprise a large single-storey garage building attached to the rear of 7 High Street. The latter is currently a retail shop but was formerly a car showroom. There is a vehicular access to the west side of these premises, which is also a pedestrian route, leading to a car park at the rear which is primarily used by The Kings Head Hotel and thence to the Council's car park. This hotel is to the east of 7 High Street and both properties are listed (Grade II). At the rear of the hotel and extending to the rear of the application site, are modern 2-storey blocks built as additional hotel accommodation but planning permission was granted in 2003 for change of use to 4 residential units.
- 1.2 Planning permission was granted in February 2002 for the erection of an extension above the garage to form 3 storeys and conversion into 6, 2-bed flats on the upper floors and 2 bed-sits on the ground floor. Five parking spaces would also have been provided within the former garage. This permission has now expired. At the time this permission was granted the garage and hotel were in the same ownership.
- 1.3 The current proposal is similar to the approved scheme with the external walls of the garage lowered and the upper floors set back from the north and west walls. Lighting of the flats would be through new windows set in the north and west elevation, a mix of timber French windows and sliding sashes plus suntubes for bedrooms and bathrooms at second floor level. The south and east elevations abut the shop and hotel respectively. The ground floor accommodation would be a 1-bed flat, with 4, 1-bed flats on each of the upper floors. As there are windows on the north and west elevations only the bedrooms, other than for the northern units, would have borrowed light only on the first floor, which would be supplemented by suntubes for the second floor units. Six parking spaces would be formed in the garage and 3 additional spaces provided within the Kings Head car park, although the two properties are now, it is understood, in separate ownership.

2. Policies

2.1 Planning Policy Guidance

PPG15 Planning and the Historic Environment

2.2 Herefordshire Unitary Development Plan 2007

Policy HBA1	-	Alterations
Policy HBA3	-	Change of use of Listed Buildings
Policy HBA6	-	New Development within Conservation Areas
Policy H1	-	Hereford and the Market Towns: Settlement Boundaries and Established Residential Areas
Policy H13	-	Sustainable Residential Design
Policy T11	-	Parking Provision

3. Planning History

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|-----|---------------|---|---|---------------------------------|
| 3.1 | SE2001/2905/F | Conversion to apartments and reorganisation of existing car park. | - | Approved 26.2.02 |
| | SE2001/2906/L | Conversion to apartments and reorganisation of existing car park. | - | Listed Building Consent 26.2.02 |

4. Consultation Summary

Statutory Consultations

- 4.1 Welsh Water recommends that conditions be imposed regarding foul and surface water discharges.

Internal Council Advice

- 4.2 The Transport Manager recommends refusal as insufficient details of the parking layout and cycle parking have been submitted and car manoeuvring is extremely tight.
- 4.3 The Conservation Manager advises that the current application represents a slight improvement over the previously permitted scheme so is broadly welcome. However the proposed 'mineral slate', if artificial, will not be acceptable on an extension to a listed building and a true slate should be specified.

5. Representations

- 5.1 The applicant's agent has submitted a Design and Access Statement, the conclusion of which states:

- (1) The proposals submitted have been produced to mimic the previously planning approved scheme, in redesigning the scheme an extra unit has been created (including an extra car space).
- (2) The decision to redesign the proposals was not to create an extra unit, but rather it was felt that the two storey accommodation provided was unsuitable for this type of development and the current market.

- (3) We feel that the single storey flat units make for better use of the space than the maisonette style accommodation previously approved.
- (4) The scheme is centrally situated in a busy market town with numerous local amenities and excellent infrastructure. A development such as this, if approved, will provide much needed accommodation ideal for first time buyer or older people downscaling.

5.2 The Town Council has not yet submitted its comments.

5.3 Two letters have been received, one objecting to the proposed development, the other expressing concerns. In summary, these are:

- (1) too high a density for the area and should be brick not render so that maintenance problems do not arise,
- (2) accommodation should be to a higher standard - unsuitable for the elderly as no lift, night alarms, resident manager, gardens, etc and small units, 5 of which lack natural light to hall, bedroom and bathroom,
- (3) car park should be re-surfaced and landscaped (a condition of earlier permission),
- (4) the hotel has 16 rooms and 4 flats which with the proposal would demand 29 spaces but even with 6 extra spaces there would only be about 19,
- (5) the higher building would result in lack of light to adjoining flats (Kings Head Mews) and the hotel walkway - at the very least street lighting should be required by condition,
- (6) concern regarding access for emergency vehicles during construction and that vehicles that are too large will try to use access - adjoining building has been damaged already,
- (7) concern that the shop's trade will suffer if pedestrians are discouraged from using the pedestrian route, from noise and disturbance during construction and construction lorries parking outside the shop - shop would not survive any loss of trade during the high season.

The full text of these letters can be inspected at Southern Planning Services, Garrick House, Widemarsh Street, Hereford and prior to the Sub-Committee meeting.

6. Officer's Appraisal

6.1 There are 4 main issues: the effect on the character and setting of these Listed buildings, the effect on the amenities of neighbours, whether the flats would provide acceptable living conditions and the adequacy of the proposed car parking. With regard to the first issue the garage with additional storeys would be comparable in height to the offices on the west side of the access and to the Kings Head Hotel, although taller than the modern flats (Kings Head Mews), formerly hotel accommodation. In design the Conservation Manager considers the extension/conversion would result in a more attractive building, which would not harm the setting of the adjoining Kings Head Hotel. Rendered elevations would not be out of place, but the roofing material should be natural slate.

- 6.2 The ground floor windows would be about 6.5 m and the first/second floor window about 8 m from the windows in the Kings Head Mews flats (also single aspect). This is significantly closer than is normally considered to be acceptable in order to protect privacy. In addition there is also concern that a higher building immediately to the south of these flats would be overbearing. Nevertheless the space between the proposed and existing units is not private open space but provides access to the hotel and car parking. The eaves and ridge level of the extension would be about 2.4 m above the existing garage. Setting back the upper floors would help to limit the intrusive impact of the proposed flats. In these circumstances whilst not ideal the affect on amenity is not so serious as to justify refusing planning permission.
- 6.3 The lack of direct lighting to bedrooms in the upper flats raises the question of whether there would be acceptable living conditions for occupants. Borrowed light is certainly not ideal as the only lighting for bedrooms but I do not consider that this is sufficient grounds on its own to refuse planning permission. Artificial lighting and ventilation of halls, corridors and bathrooms is commonly found.
- 6.4 The car parking layout shows 24 spaces and whilst this may not be adequate for the hotel's purposes the car park is not in the hotel's ownership. Part of the hotel's parking area was sold off and now forms the Council's New Street Car Park. In relation to the current application there would be 1 space for each flat. The Transport Manager's concerns regarding the layout are appreciated and it may be necessary to reduce the number of spaces, especially in order to achieve cycle parking. Nevertheless in this town centre location provision is relatively generous.

RECOMMENDATION

That planning permission be granted subject to the following conditions:

1 A01 (Time limit for commencement (full permission))

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990.

2 C02 (Approval of details)

Reason: To safeguard the character and appearance of this building of [special] architectural or historical interest.

3 Notwithstanding the approved drawings the roofing material shall be natural slate, a sample or details of which shall be submitted to and approved in writing by the local planning authority before the development commences.

Reason: To safeguard the character and appearance of this building of [special] architectural or historical interest.

4 No development shall take place until details of the landscaping of the site including planting and hard surfaces of drives and parking areas have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and time-table for implementation.

Reason: To protect the visual amenities of the area.

- 5 The development hereby permitted shall not be brought into use until the turning area and parking facilities shown on the approved plan have been properly consolidated, surfaced, drained and otherwise constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and these areas shall thereafter be retained and kept available for those uses at all times.

Reason: In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway.

INFORMATIVES:

- 1 N19 - Avoidance of doubt
- 2 N15 - Reason(s) for the Grant of Planning Permission

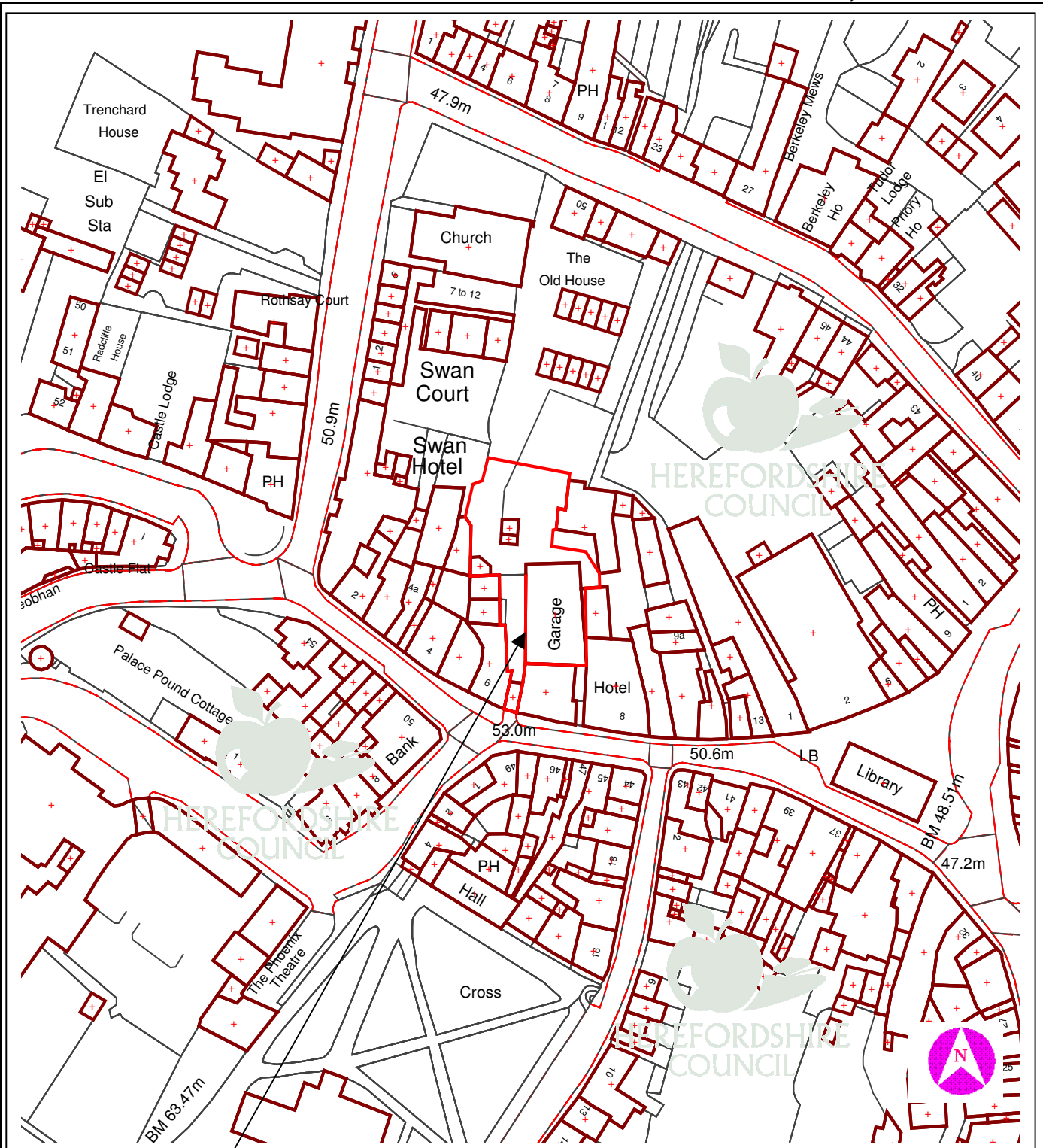
Decision:

Notes:

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Background Papers

Internal departmental consultation replies.



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APPLICATION NO: DCSE2007/3043/F

SCALE : 1 : 1250

SITE ADDRESS : Kings Head Hotel, High Street, Ross-on-Wye, Herefordshire

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