

Application Ref: NP/17/0150/FUL

Case Officer	Andrew Richards		
Applicant	Leisureplex Hotels Ltd		
Agent	Mr A Chandler, Argent Architects		
Proposal	Build a three storey rear extension & create a vehicular access through the existing building connecting to the rear parking. Demolish rear late additions, new rear windows & doors with minor internal alterations throughout		
Site Location	Cliffe Norton Hotel, 10, The Norton, Tenby, Pembrokeshire, SA70 8AA		
Grid Ref	SN13230068		
Date Valid	26-Apr-2017	Target Date	16-Aug-2017

This application has been reported to the Development Management Committee as the application is classed as major development.

Consultee Response

Tenby Town Council: Support
PCNPA Buildings Conservation Officer: Support
The Victorian Society: Conditional consent
The Georgian Group: No response received
Tenby Civic Society: Conditional consent
Tenby Chamber of Trade and Tourism: No response received
Society for the Protection of Ancient Buildings: No response received
PCNPA Tree and Landscape Officer: No objection
PCNPA Planning Ecologist: Conditional consent
PCNPA Access Manager: No adverse comments
PCC Transportation and Environment: Conditional consent and informative
PCC Public Protection: Conditional consent
PCC Drainage Engineers: Conditional consent
PCC Access Officer: No response received
Mid and West Wales Fire Brigade: No response received
Natural Resources Wales: No objection
Dyfed Archaeological Trust: Conditional consent
Dwr Cymru Welsh Water: No response received
Ancient Monuments Society: No response received
The Council for British Archaeology: No response received

Public Response

A site notice and neighbour notification letters were posted in accordance with requirements of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012.

Eight letters of concern/objection have been received from five neighbours with one letter also representing several other residents. The letters received relate to the following matters:

- Extensions are visually intrusive
- Overlooking
- Loss of light
- Noise pollution
- Pressure from waste water on existing sewerage system
- New access/aperture will be visually intrusive and spoil the integrity of the street scene
- Lack of economic benefit to Tenby
- Traffic congestion and safety concerns
- Pedestrian safety
- Extension excessive in scale
- Destruction of the Grade 2 listed Georgian frontage not justified
- Siting concerns for scale of such a large hotel
- Loss of the important architectural character
- Lack of infrastructure to support the proposed hotel
- Detrimental impact on neighbouring amenity spaces
- Visibility concerns from illegally parked vehicles
- Local and National policy concerns
- Overshadowing impact on neighbours fenestration

The above matters have been considered in the main report below except the non-material matters.

Policies considered

Please note that these policies can be viewed on the Policies page Pembrokeshire Coast National Park website -

<http://www.pembrokeshirecoast.org.uk/default.asp?PID=549>

LDP Policy 01 - National Park Purposes and Duty

LDP Policy 02 - Tenby Local Service and Tourism Centre

LDP Policy 08 - Special Qualities

LDP Policy 10 - Local Sites of Nature Conservation or Geological Interest

LDP Policy 11 - Protection of Biodiversity

LDP Policy 15 - Conservation of the Pembrokeshire Coast National Park

LDP Policy 29 - Sustainable Design

LDP Policy 30 - Amenity

LDP Policy 31 - Minimising Waste

LDP Policy 32 - Surface Water Drainage

LDP Policy 35 - Visitor Economy

LDP Policy 52 - Sustainable Transport
LDP Policy 53 - Impacts on traffic
PPW9 Chapter 03 - Making and Enforcing Planning Decisions
PPW9 Chapter 04 - Planning for Sustainability
PPW9 Chapter 05 - Conserving and Improving Natural Heritage and the Coast
PPW9 Chapter 06 - Conserving the Historic Environment
PPW9 Chapter 07 - Economic Development
PPW9 Chapter 08 - Transport
PPW9 Chapter 11 - Tourism, Sport and Recreation
PPW9 Chapter 12 - Infrastructure and Services
PPW9 Chapter 13 - Minimising and Managing Environmental Risks and Pollution
SPG05 - Sustainable Design
SPG06 - Landscape
SPG12 - Parking
SPG17 - Conservation Area Proposals
SPG22 - Seascape Character
SPG23 - Enabling Sustainable Development in Welsh NPAs
TAN 05 - Nature Conservation and Planning
TAN 06 - Planning for Sustainable Rural Communities
TAN 11 - Noise
TAN 12 - Design
TAN 13 - Tourism
TAN 14 - Coastal Planning
TAN 15 - Development and Flood Risk
TAN 18 - Transport
TAN 23 - Economic Development
TAN 24 - The Historic Environment

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

Officer's Appraisal

Background and History

The Cliffe Norton Hotel, listed Grade II, is located towards the south end of the sea-facing Norton, within the 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.

A listed building application is also currently being considered under planning reference: NP/17/0151/LBA

- NP/00/230 - Internal alterations to improve function room – Approved 16.08.2000

Current Proposal

Planning approval is sought for the provision of a three storey rear extension and a new vehicular access through the existing building connecting to the rear parking to include the demolition of the rear late additions, new rear windows & doors with minor internal alterations throughout.

The new scheme will provide a total of ninety one rooms within the hotel with three of these being used by staff and all but 2 of the total rooms will have en-suite facilities.

Key Issues

The application raises the following planning matters:-

- Policy and Principle of Development
- Visual Amenity and Special Qualities of the National Park
- Impact on Listed Buildings
- Impact on the Conservation Area
- Siting and Sustainable Design
- Amenity and Privacy
- Highway Safety and Access
- Landscaping
- Biodiversity
- Land Drainage and Flooding
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Policy and Principle of Development:

The site lies within the Local Service and Tourism Centre of Tenby as defined by the Pembrokeshire Coast National Park Local Development Plan (LDP) and also Tenby Conservation Area. The relevant key policies in relation to the principle of the current development include Policy 2 (Tenby Local Service and Tourism Centre), Policy 15 (Conservation of the Pembrokeshire Coast National Park) and Policy 30 (Amenity).

Correspondence from neighbours has been received which raises concerns relating to the proposal and states that it is not in accordance with LDP Policies 2, 30, 52, 53 and TAN 18 (Transport).

The site is an existing hotel which is seeking to expand its accommodation provision within the existing site. The town has been through a long period of contraction of hotel accommodation, due in part to the buoyant residential market which gave hotel owners more lucrative returns than upgrading and improving facilities to continue to meet the demand of the modern market. In the last few years this trend has slowed and we are now starting to see an upturn in provision both in terms of quality and quantity of availability. Providing a range of good quality accommodation is a key part in maintaining the vitality and resort character of Tenby which is central to the attraction of the town for major national and international events.

Policy 2 of the LDP seeks to prioritise land uses to ensure developments contribute to the protection and enhancement of the town's special qualities. Tenby has long been a holiday destination and is cherished as a coastal resort. The current proposal is considered to meet this aim by providing additional up-to-date accommodation. The design also takes into account the need to provide off-street parking facilities which help to assist with improving traffic management in the town.

Policy 15 of the LDP states that development will not be permitted where this would adversely affect the qualities and special character of the National Park by: causing significant visual intrusion; and/or being inventively and unsympathetically sited with the landscape; and/or introducing or intensifying a use which is incompatible with its location; and/or failing to harmonise with, or enhance the landform and landscape character of the National Park; and/or losing or failing to incorporate important traditional features.

Policy 30 of the LDP states that development will not be permitted where it has an unacceptable impact on amenity, particularly where: the development is for a use inappropriate for where people live or visit; and/or the development is of a scale incompatible with its surroundings; and/or the development leads to an increase in traffic or noise or odour or light which has a significant adverse impact; and/or the development is visually intrusive.

The current proposal is considered to be acceptable in terms of the adopted policies within the LDP and subject the conditions imposed will also be acceptable under TAN 18 (Transport).

Visual Amenity and Special Qualities of the National Park:

In considering the application the impact of the proposal on the National Park landscape is a key consideration and therefore Policies 8 and 15 are particularly relevant. Policy 15 aims to control development causing a significant visual intrusion. In addition to these policies the Authority has adopted a Landscape Character Assessment (LCA) and Seascape (SCA) Supplementary Planning Guidance (SPG) of which the current site is within the boundary of LCA 2 (Tenby) and SCA 39 (Tenby and Caldey Island).

LCA 2 recognises that this is an historic town on the coast, set within rolling lowland and the northern bay along with the harbour contributes to the coastal sense of place. This area of land centred on Tenby has a traditional urban character typified by the Georgian architecture, old town walls and castle, all of which give the town a very strong sense of place. The historical built features are of national importance, especially the presence of the Georgian urban architecture along the seafront fronting both beaches.

The LCA seeks to preserve the traditional coastal town character, through planning developments to ensure they are in-keeping with the character of the traditional built form, whilst balancing the need for sustainable economic-development serving the needs of visitors and residents alike. It also seeks to conserve the historical and vernacular architectural features including the Georgian architecture so as to retain the integrity and visual context.

SCA 39 recognises that the area is located on the western edge of Carmarthen Bay bounded by Tenby, which is a popular resort with a harbour and busy beaches. Tenby with its spire, Georgian houses and Conservation Area is an important landmark and feature of the coast. Cliffs and headlands bound the sandy north beach and are features which are considered to be important in making Tenby a landmark and feature on the coast along with other features.

Several letters have raised concerns with the proposed development and its detrimental visual impact on the character of the existing listed building and surrounding landscape by way of the new rear extension.

The current proposal has a design and scale which is considered to strike 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.

The extensions design is also considered to be suitably orientated to respect the neighbouring properties, and whilst to the rear of the site is of a suitable scale and design which will retain the overall character of the area. Therefore the proposal is considered to be acceptable in visual terms and maintains the special qualities of this area within Tenby.

Impact on Listed Buildings:

The setting of a listed building is a material planning consideration, as set out in section 67 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Paragraph 5.13 of Technical Advice Note 24 (The Historic Environment) requires listed building consent applications to consider a range of issues including the physical features of the building, its curtilage, setting and contribution to the local scene, the impact of the proposed works and the extent to which the works would bring substantial community benefits.

The setting of a listed building is the surroundings in which it is understood, experienced and appreciated, embracing present and past relationships to the surrounding landscape. Views to, from and across a historic asset are an obvious form of evaluation, but other sensory elements may be relevant too, including topography, layout, use, noise, and light pollution, as well as historic, artistic, literary, cultural or scenic associations, tranquillity and remoteness.

The relevant buildings include the sea-facing Norton and buildings to the south-west, including Deer Park Chapel/Walmer House/wall and railings, 8-14 Deer Park and Clifton Rock/garden wall.

The sea-facing Norton comprises buildings of various scales and styles, with some uniformity provided by Nos. 5-9 further up the hill. The buildings are typically punctuated by openings of vertical format, but wider openings exist, including the Paxton Court carriageway, shopfront to No.5, the main entrance to the Cliffe Norton and wider 'tripartite' sash windows to the ground floor of the hotel and houses further down. In this context, it is considered that the proposal will have a minor impact on the overall setting of the Norton when viewed from the street or the beach/sea.

In terms of the buildings lying some distance to the south-west, the views towards the Norton comprise the rear elevations of the properties, all altered/extended to some degree, but within a typically vertical format, confined by party walls. No. 10 is the largest component of the hotel and is of bigger scale with a large 3-storey wing. The main roof-scape of No. 10 will continue to rise above the proposed extension as a dominant skyline feature, but the block of the extension will screen the narrow elevations of No's 11-13, adding a new horizontal note. The design mitigates to some extent by the use of painted rendered walls and glazing of vertical format. The proposed retention of the trees to the rear of No. 10 is critical in reducing the impact of the extension.

Of relevance is the consented scheme on the site of the former Deer Park garage, which when completed will serve to further reduce views towards the hotel and rear elevations of the Norton, the development being up to the road frontage of Deer Park. Although if this scheme is not implemented on the adjacent site officers consider that the visual impact from the development will not have any significant adverse impact on the surrounding area.

In terms of the sensory aspects of setting, the proposal is considered acceptable, and as a whole, the development is considered acceptable in terms of preserving the setting of the surrounding listed buildings.

A consideration of accompanying works requiring listed building consent is contained within the accompanying listed building application (NP/17/0151).

Impact on the Conservation Area:

Section 72 requires local planning authorities to pay special attention to the desirability of preserving or enhancing the character of conservation areas when considering proposals for development.

In terms of 'appearance', many of the issues described under 'setting' above are also relevant. In design terms, the proposed extension is in a minimalist style, yet drawing on the local architectural vocabulary such as painted render, vertical-format glazing and the cornice.

In terms of character, the proposal will allow vehicles to enter through the hotel in what is a restricted traffic zone. This is not an alien practice along the Norton, where Paxton Court, Croft House and Regency Court already have this facility. Whilst traditionally, ground floors within the conservation tend to be solely residential, the character and scale of the hotel is considered to be conducive to the scale of the carriageway proposed, designed as a traditional 'coaching' arch – this being the antithesis of inserting a vehicular access through a typically narrow town house façade, which would be clearly inappropriate.

The proposal is therefore considered to preserve the character of the conservation area.

Siting and Sustainable Design:

Policy 8 of the Pembrokeshire Coast National Park Local Development Plan (LDP) is a strategy policy which refers to the special qualities of the National Park and lists priorities to ensure that these special qualities will be protected and enhanced. Policy 15 of the LDP seeks the conservation of the Pembrokeshire Coast National Park with criteria 'a', 'b' and 'd' resisting development that would cause significant visual intrusion, be insensitively and unsympathetically sited within the landscape, and/or fail to harmonise with, or enhance the landform and landscape character of the National Park. Policy 29 of the LDP requires all development proposals to be well designed in terms of place and local distinctiveness (criterion 'a').

Several letters have been received from neighbours that raise concerns on the visual appearance of the proposed development, proposed extension excessive in scale and siting concerns for such a large hotel within a residential area.

The current proposal has evolved from a previous pre-application enquiry and pre-application consultation where the applicant had justified the need for a new vehicle access within the front elevation of this established Hotel. 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 and the siting and design is considered to be acceptable in this instance.

The proposed rear extension, 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 design and scale of the proposed extension is considered to strike 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 which have fallen into a state of disrepair.

As such, the proposed demolition of the existing structures and the proposed siting and design of the new rear extension is considered to be appropriate in the context of the site and the surrounding existing structures and the design is considered acceptable in sustainable design terms.

Amenity and Privacy:

Policy 30 of the LDP refers to 'amenity' in general seeking to avoid incompatible development and significant adverse impact upon the amenity enjoyed by neighbouring properties particularly where the development is an inappropriate use, is of a scale incompatible with its surroundings, development leads to an increase in traffic, noise, odour or light or the development is visually intrusive.

Correspondence has been received which relates to an overshadowing impact from the proposed new structures/works within the site on the neighbours properties. The application submission includes a 'Sunlight and Daylight Impact Assessment which has been updated following the correspondence submitted from the neighbour at No 14 the Norton.

The revised document provides clear guidance on the extent of the overshadowing impact from the existing situation and also the proposed development with images indicating the impact at varying times of the day and year. The document concludes that No 14 is marginally affected during the winter, whilst other properties to the north-west would gain more direct sunlight from the proposed development. During spring and summer no properties are affected by overshadowing, however No 14's situation is improved over this period. Consequently, the impact of the development

on No.14 is not considered to exacerbate the existing situation to such an extent as to warrant refusal of the scheme.

The owners of several adjacent properties have also raised concerns in respect of overlooking and detrimental impact on neighbour's amenity areas from the proposed development. Whilst the new development is located nearby to these neighbours at the rear of the site, the proposed scheme has a scale, design and orientation which is considered to respect the privacy of neighbours in this instance.

With regard to the impact on the amenity, the proposed demolition of the existing structures and the construction phase of a new rear extension given its scale, design and access restrictions for construction vehicles will have an impact on the amenity of neighbours. However, this impact is considered to be over a limited timescale during the construction phase only. Pembrokeshire County Council Public Protection section has indicated that conditions limiting the hours of demolition and construction works together with measures to ensure dust control are required given the proximity of nearby residents and also the central location of the site.

Therefore, it is considered that whilst there may be some impact on the amenity of the existing dwellings adjacent to the proposed development site, this would not be at a level which would be considered to have a significant detrimental impact on the amenity of these neighbours. As such, the proposal can be supported in terms of Policy 30 of the LDP.

Highway Safety and Access:

Several letters have been received which raise concerns with the proposed development and its impact on highway safety within The Norton and junction to the Croft. These letters also raise concerns on the new vehicle access proposed within the front elevation of the existing building.

Pembrokeshire County Council Transportation and Environment section have assessed the scheme and have responded to indicate that it is understood the existing few parking spaces currently leased from a third party, which have vehicle access through to Deer Park, are not guaranteed, but that provision for a gateway from the new carpark is included within the proposed scheme at this time. The Gas Lane car parking with coach parking area, likewise the multi storey car park with bus terminal and the railway station can be reached on foot with just a 500 metre walk from the Hotel. It is anticipated that some drop-offs and pick-ups from coaches are likely to continue within the large bell-mouth area fronting the Hotel, and the pedestrian crossing of The Norton is only a few metres away.

The proposed scheme includes the provision of seven new on-site parking spaces and includes suitable turning areas. The proposed parking spaces include two disabled spaces and are located within the rear of the site, and accessed through a new vehicle access which will be provided through the removal of an existing bay window and several rooms at ground floor level. The proposed new access will also support pedestrian access into the building and to the rear of the site. The new parking spaces will be conditioned to ensure that these are provided before the new

structures are brought into use, and also retained for no other purpose other than parking.

New drop kerbs together with Tegula setts with cobble effect to the footway crossover are proposed together with two new metal bollards located at the rear of the footway with the intention of giving added awareness for passing pedestrians. The proposal also includes the re-painting of the existing zigzag associated with the existing zebra crossing. All other existing access points will be retained. The proposed minor alterations to the Highway can be licensed by the Highway Authority.

It is also noted that it is standard practice to have a Construction Management Plan for construction projects such as this and will be secured through a planning condition. The plan will include details of maximum vehicle sizes, 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. An informative will also be added to any consent granted to inform the applicant of the need for further separate consents to cross the Highway verge/footway. The above requirements are considered to address the highway concerns raised by neighbours.

Landscaping:

The proposal includes a landscaping design statement together with a tree survey report which indicates that the majority of existing trees are non-deciduous and these together with some existing shrubs will need to be removed to accommodate the proposed rear extension. The proposal also includes new planting to provide mitigation for the loss of the existing trees and will encourage biodiversity.

The proposed landscaping includes earthworks and excavation of the existing stone walls to reduce ground levels to create the proposed parking area and to reduce the visual impact from the development. Waste from the site will be limited given the development will re-use all the topsoil and concrete from the existing footings of the buildings to be demolished. The remaining waste will be removed from the site using appropriate contractors.

Based on the details submitted it is considered that the proposal in terms of landscaping can be supported by officers.

Biodiversity:

PPW, TAN5 and LDP policy 11 requires biodiversity and landscape considerations to be taken into account in determining individual applications. The presence of a species protected under UK or European legislation is a material consideration when dealing with applications that are likely to result in disturbance or harm to the species or its habitat.

Both the planning ecologist and Natural Resources Wales have commented on the application stating that the submitted bat survey report is appropriate for the application and the recommendations, timing and methods of work should be conditioned in any consent granted. An informative will also be added to ensure that

all works should stop if any protected species are found during construction phase and the Authority and NRW are informed immediately.

Land Drainage and Flooding:

Policy 29 of the LDP requires all development proposals to be well designed in terms of water and drainage (criterion 'h'), policy 32 requires development proposals to incorporate sustainable drainage systems for the disposal of surface water on site.

Several letters from neighbours have raised concerns with the proposed development and the existing surface water generated from the new hard surfaces and also the impact from the new accommodation units on the capacity of the existing sewerage system.

Both Pembrokeshire County Council Drainage Engineers and Dwr Cymru Welsh Water have been consulted. The PCC drainage engineers indicate that the preferred method of surface water disposal from all additional impermeable areas would be to utilise soakaways or another form of sustainable drainage system as these methods would be in accordance with TAN 15. If, however, ground conditions are not suitable for the use of soakaways/infiltration type SuDS, an alternative method of disposal will be required, which shall be agreed, in writing, with the local planning authority.

If that alternative method of disposal is to the public foul/combined sewer, separate approval from Dwr Cymru Welsh Water would be required. It is also noted that the details submitted on surface water drainage are limited and as such, a condition will be imposed to ensure detailed surface water drainage details are submitted to and approved in writing by the Local Planning Authority before any works commence on site.

DWR Cymru Welsh Water state that the public sewer in the vicinity of the site receives foul water only and no proposal for a surface water connection would be supported in this instance. It is also noted that there is sufficient capacity within this system to accommodate the proposed additional accommodation units.

Conclusion

Following consideration of the policies contained within the Local Development Plan and National Planning Policy in the form of Planning Policy Wales (Edition 9, November 2016) and having regard to all material considerations it is considered that the development will be in keeping with the aims of the LDP in that the development is considered to provide additional accommodation units for this established hotel whilst sustaining the local character and not impacting on privacy or amenity of neighbours. As such, and subject to a schedule of suitable conditions, the development is considered to be acceptable and complies with the requirements of policies 1, 2, 8, 10, 11, 15, 29, 30, 31, 32, 35, 52 and 53 of the adopted Local Development Plan.

Recommendation

To APPROVE the application subject to the following planning conditions:

1. The development shall begin not later than five years from the date of this decision.
Reason: Required to be imposed pursuant to Section 91 (1) of the Town and Country Planning Act 1990 (as amended).
2. The development shall be carried out in accordance with the following approved plans and documents: A3597/51/001 (Received 26.04.2017) A3597/51/002, 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, A3597/53/301, A3597/53/302, A3597/53/401, A3597/53/402, A3597/53/501, A3597/53/502, A3597/53/603, Design and Access Statement, Pre-Application Consultation Report, Landscaping Design Statement, Tree Survey Report, Historical Environment Appraisal, Transport Statement - received 26.04.2017; Sunlight and Daylight impact Assessment received on 12.07.2017; Kite Ecology Bat Survey Final Report – received on 11.05.2017 and Photographic Record - received on 09.03.2017.
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. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.
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
7. 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 – Policy 29 (Sustainable Design).
8. No development shall take place until the applicant, or their agents 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 Local Planning Authority.
Reason: To assess the archaeological value of the site. Policy: Local Development Plan – Policy 8 (Special Qualities) and Planning Policy Wales (Edition 9, November 2016 – Chapter 6 (Conserving the Historic Environment)).
9. All works must be carried out in accordance with the recommendations of the Kite Ecology Bat Survey Final Report (Received 11.05.2017).
Reason: To ensure that animal and plant species and habitats listed under the Conservation of Habitats and Species Regulations 2010 are adequately protected, and to protect and enhance the character and appearance of the site and its setting within the Pembrokeshire Coast National Park. Policy: Local Development Plan – Policies 1 (National Park Purposes and Duty), 8 (Special Qualities), 11 (Protection of Biodiversity) and 15 (Conservation of the Pembrokeshire Coast National Park).

10. Demolition or construction works shall not take place outside 0800 hours to 1800 hours Mondays to Fridays and 0800 hours to 1300 hours on Saturdays and at no time on Sundays and Bank or Public Holidays.

Reason: To protect the amenity of local residents from excessive noise, vibration and dust. Policy: Local Development Plan – Policy 30 (Amenity).

11. Demolition or construction works shall not take place until a scheme for the mitigation of dust has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented during all stages of demolition and construction. Vehicles transporting materials which are likely to cause dust onto and off site shall be suitably covered.

Reason: To ensure that the amenity of local residents is adequately protected from dust. Policy: Local Development Plan – Policy 30 (Amenity).

Informatives

The applicant's attention is drawn to the attached PCC Drainage Engineers consultation response.

The applicant's attention is drawn to the attached PCNPA Tree and Landscape officer's consultation response.

The applicant's attention is drawn to the attached Dyfed Archaeological Trust consultation response.

PROTECTED SPECIES

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 the site (or other identified part) to which this permission relates, no works of site clearance, demolition or construction shall take place in pursuance of this permission unless a licence to disturb any such species has been granted in accordance with the appropriate regulations and legislative framework set out in Annex 7 of the aforementioned TAN 5 and a copy of any licence thereof has been produced to the satisfaction of the local planning authority.

The crossing of the Highway verge/footway requires further consent from the Highway Authority under Section 184 of the Highways Act 1980, and that 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.

22.3m

Court House

Glendower House

NORTON

21

25.9m

ky Park

LB

27.1m

1 to 37 Paxton Court

A 478

Royal Gatehouse Car Park

Hotel

ED Bdy

A 4139

28.7m

Post



TO BE READ IN CONJUNCTION WITH TREE SURVEY REPORT

A3 @

CLIFFE NORTON HOTEL, TENBY

1 : 500

13.04.2017

A3597 51 002

EXISTING:
BLOCK & ROOF PLAN

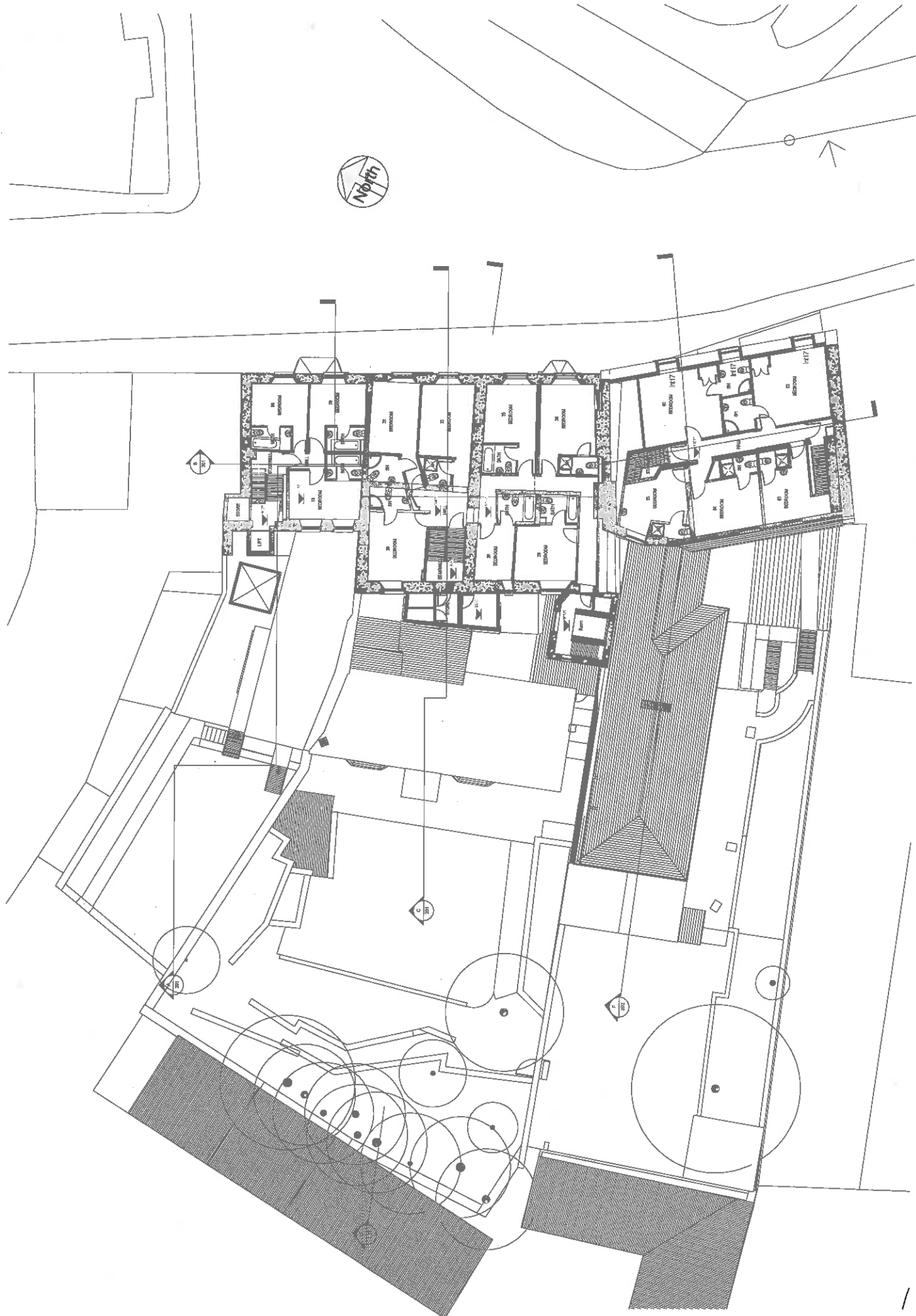
www.argent-architects.co.uk tel 01834 848440
ARGENT ARCHITECTS
Info@argent-architects.co.uk fax 01834 845440





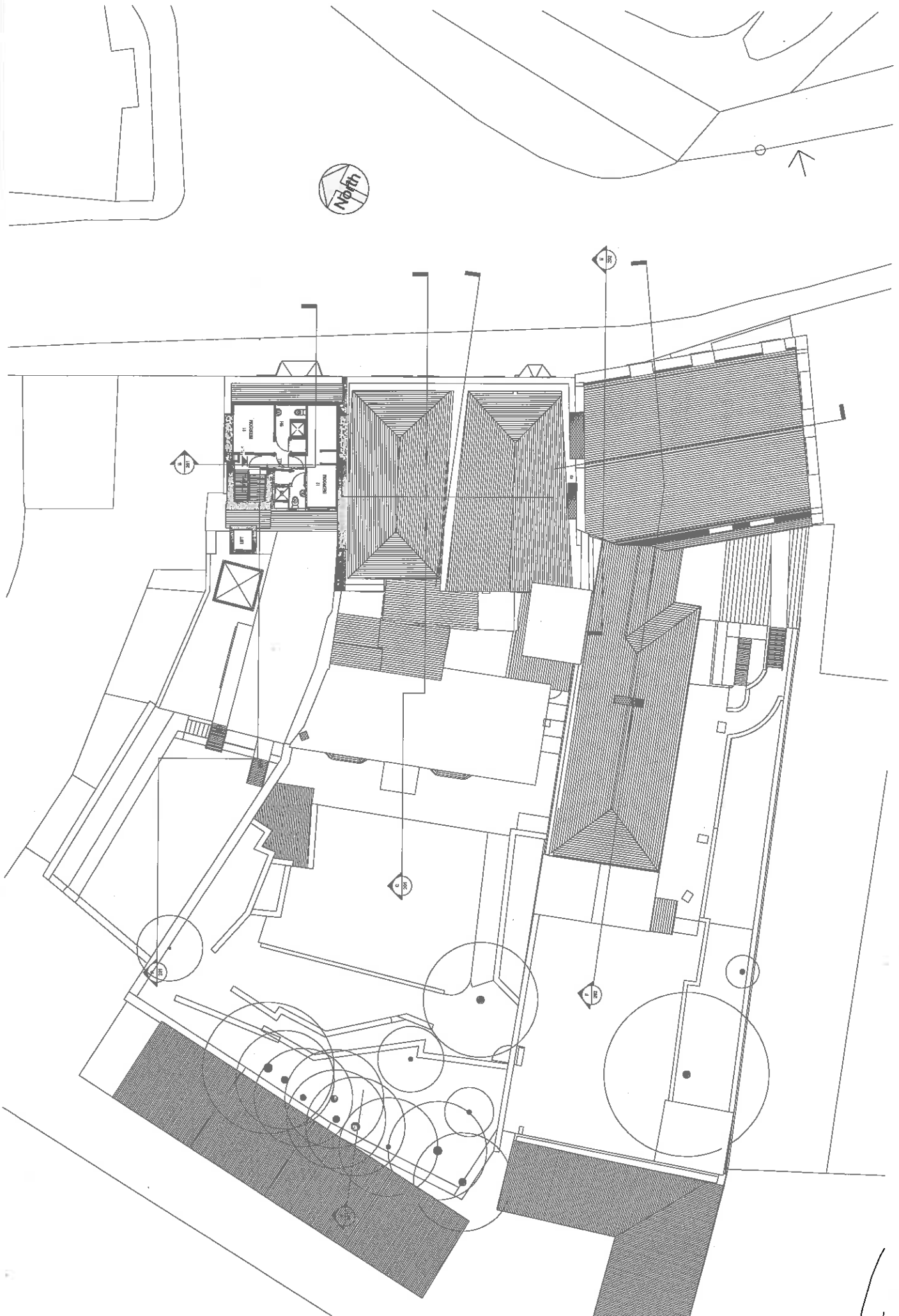




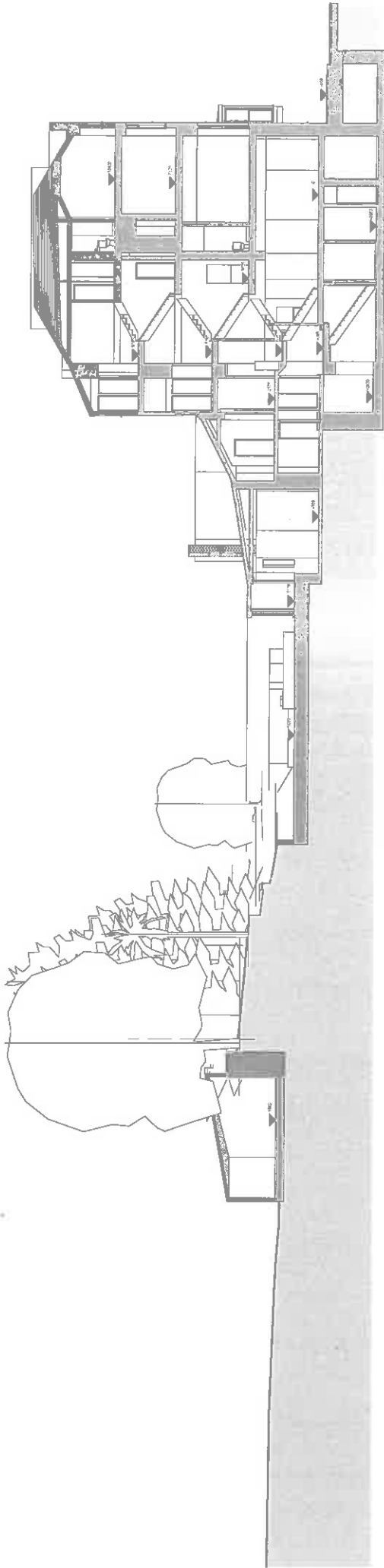


CLIFFE PARK HOTEL, TERRY
EXISTING
THIRD FLOOR PLAN

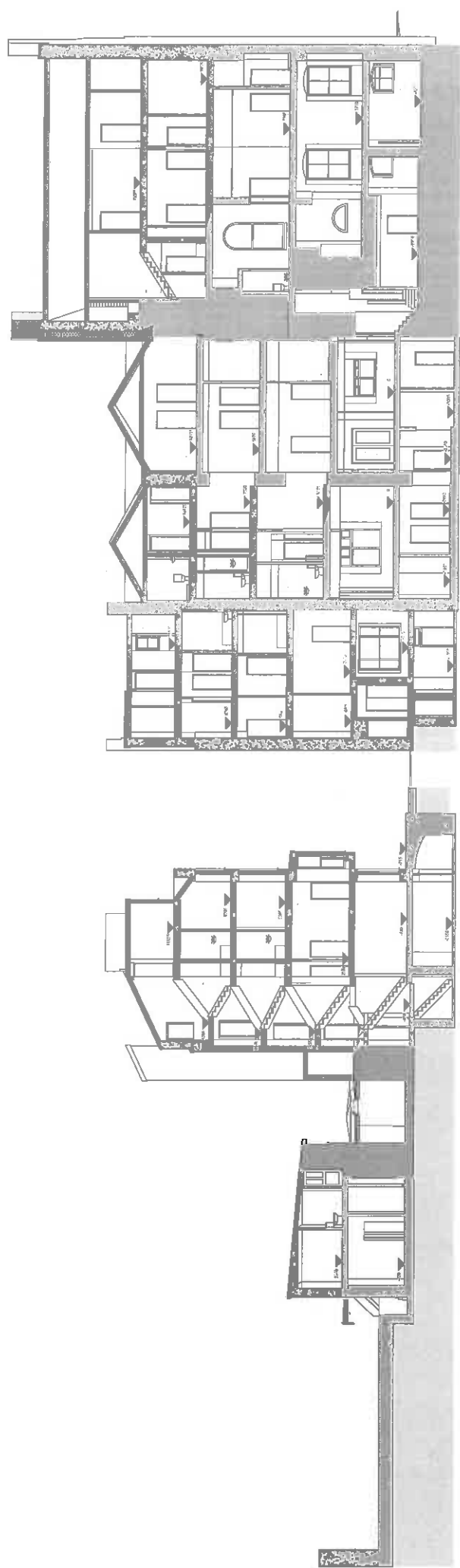
A11
1:500
03.03.2017 / 0857 67 101
ARGENT ARCHITECTS
14-15, ST. JOHN'S LANE
LONDON, E1 1AA



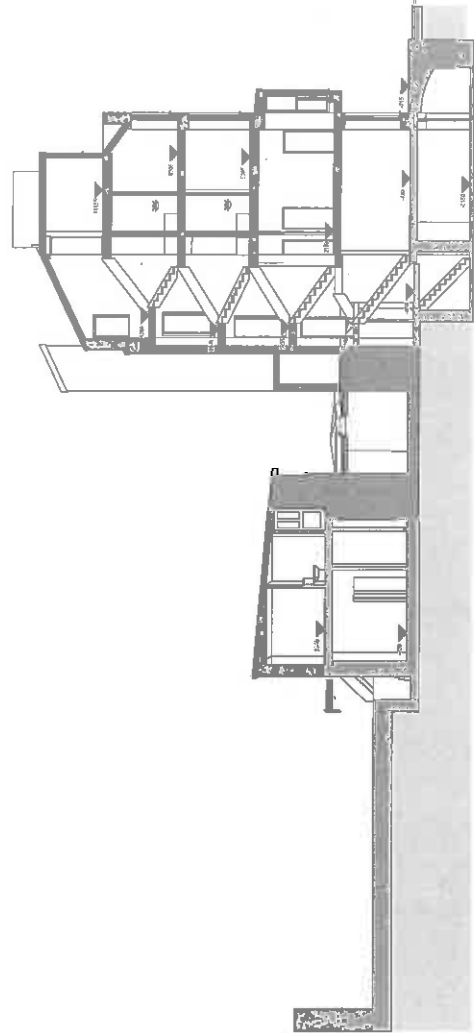
410
E.O. 12812 / 2000 61 105
CLIFFTON HOTEL, TENBY
EXISTING
FOURTH FLOOR PLAN
ARGENT ARCHITECTS
ARCHITECTS
10000 10000



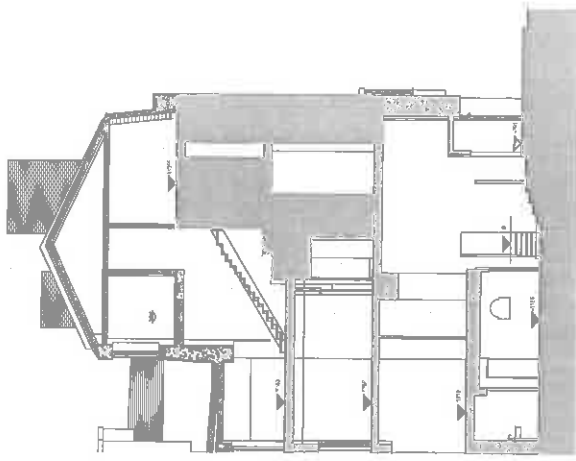
SECTION C



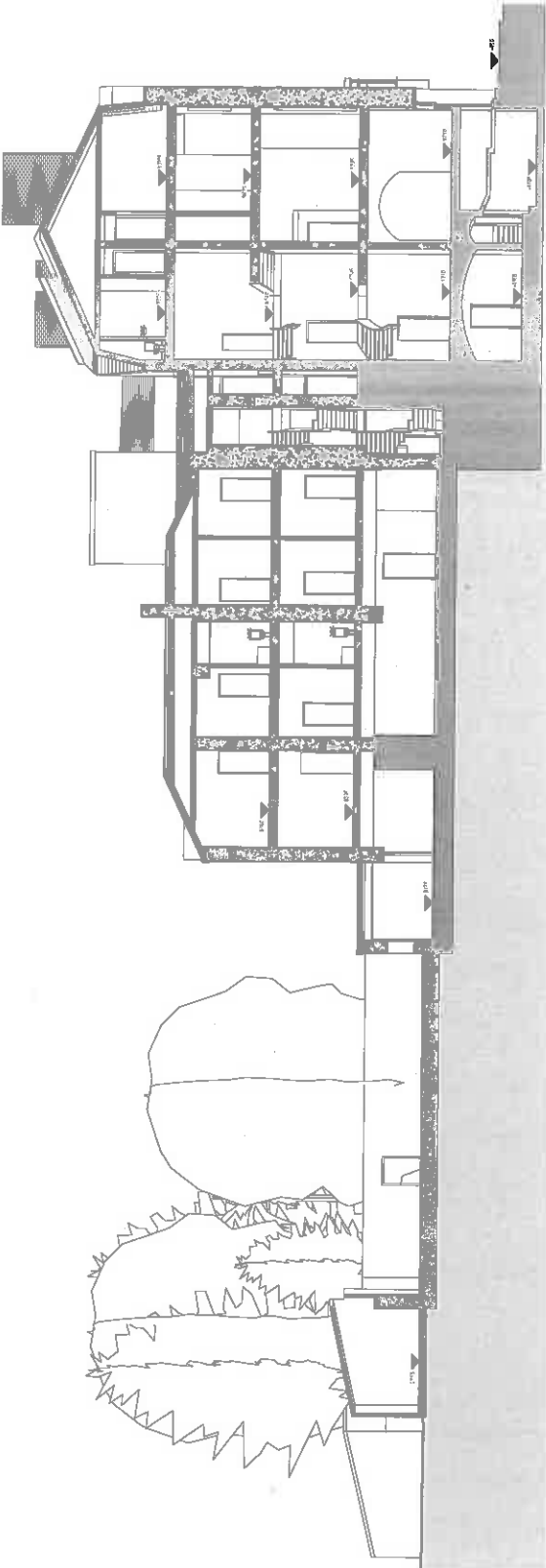
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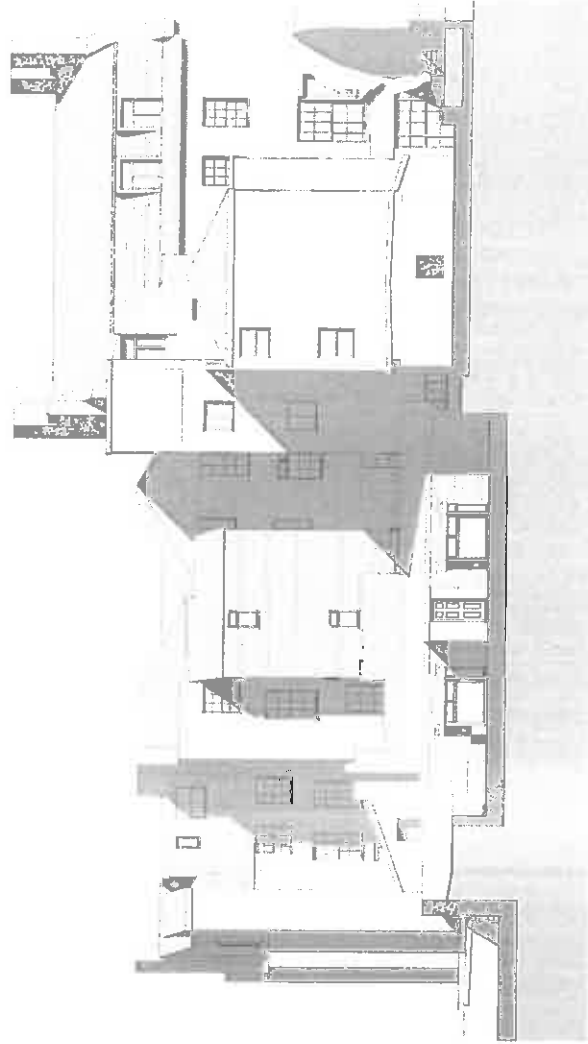
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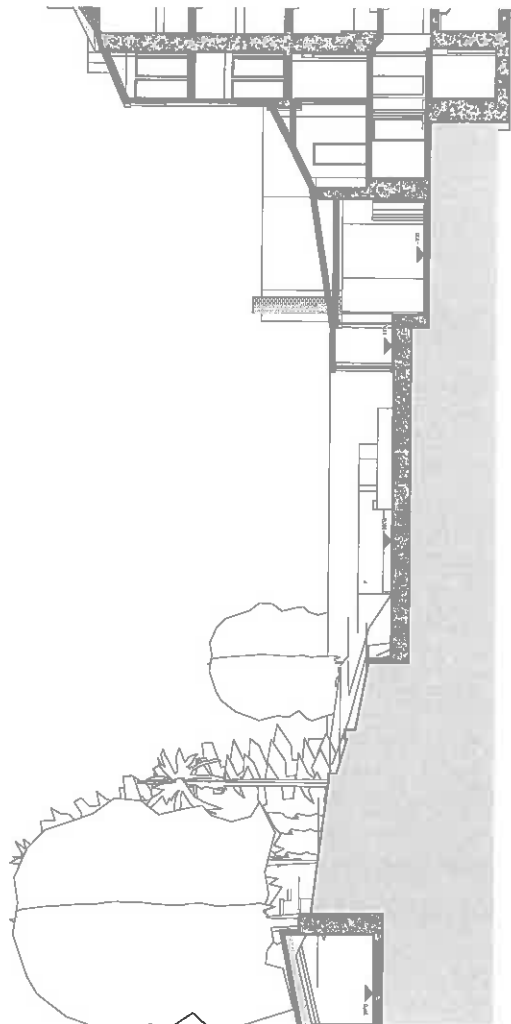
SECTION E



SECTION F

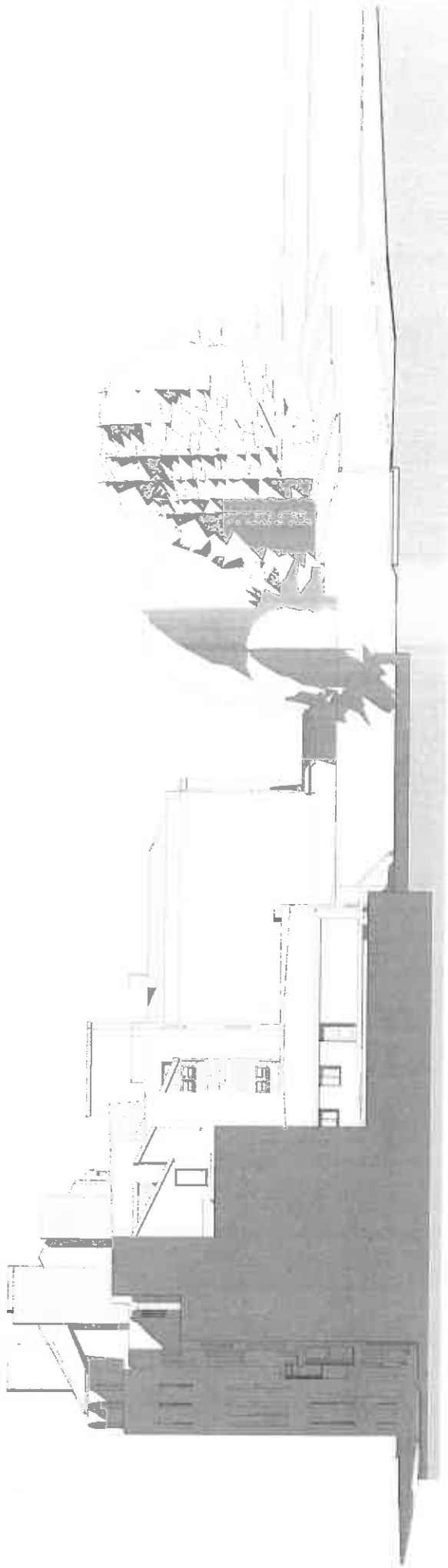


SECTIONAL WEST

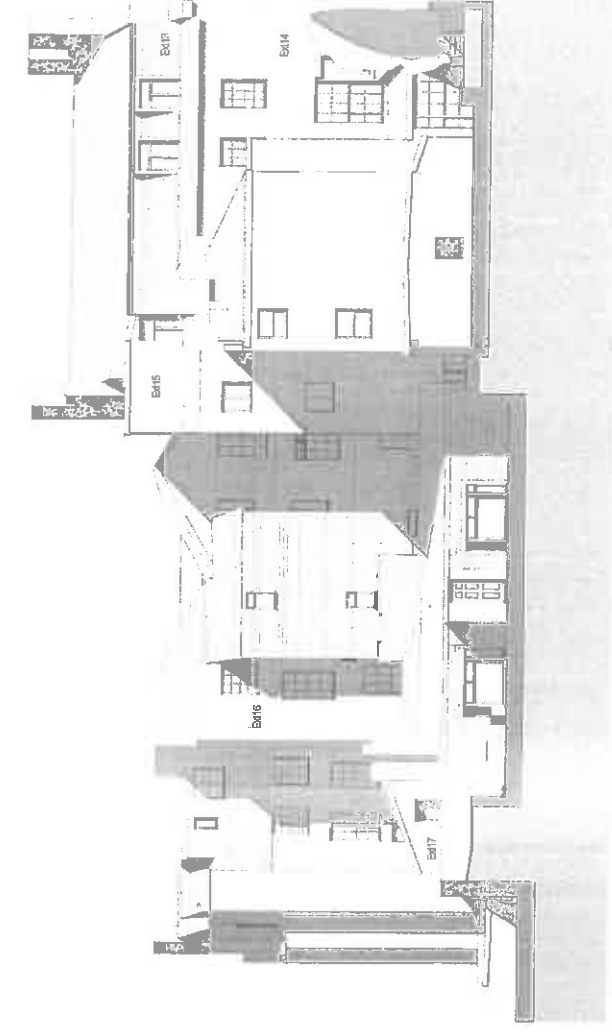


SECTION D

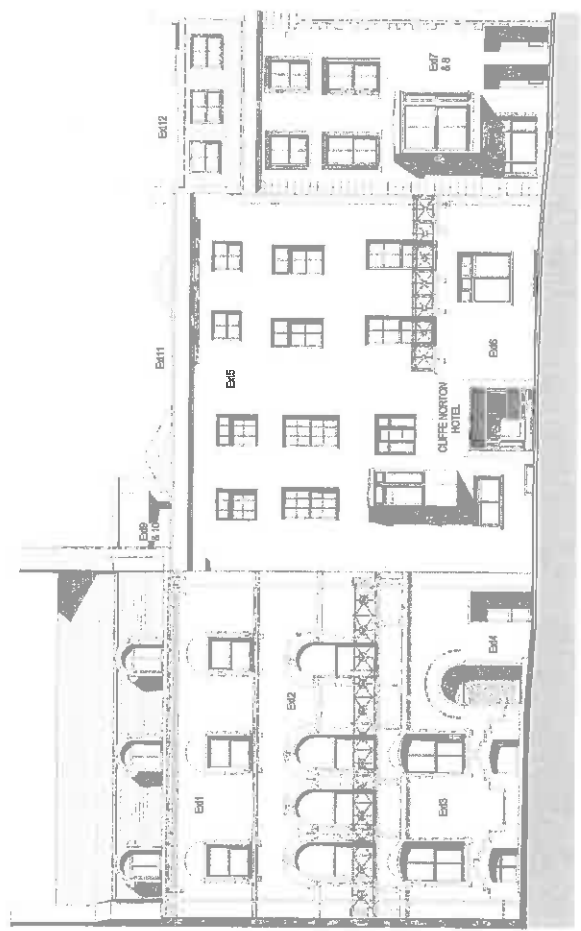
A1	10/04/2017 13:07:57 202
CLIFFE MORTON HOTEL, TENBY	EXISTING
ARGENT ARCHITECTS	SECTION D, E & F



NORTH

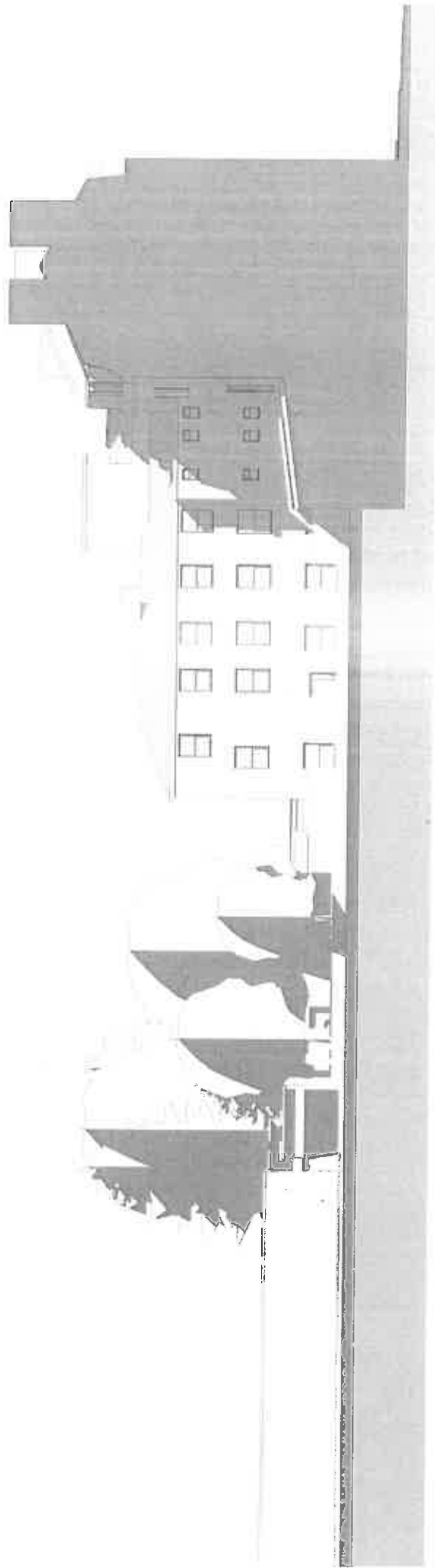


SECTIONAL WEST

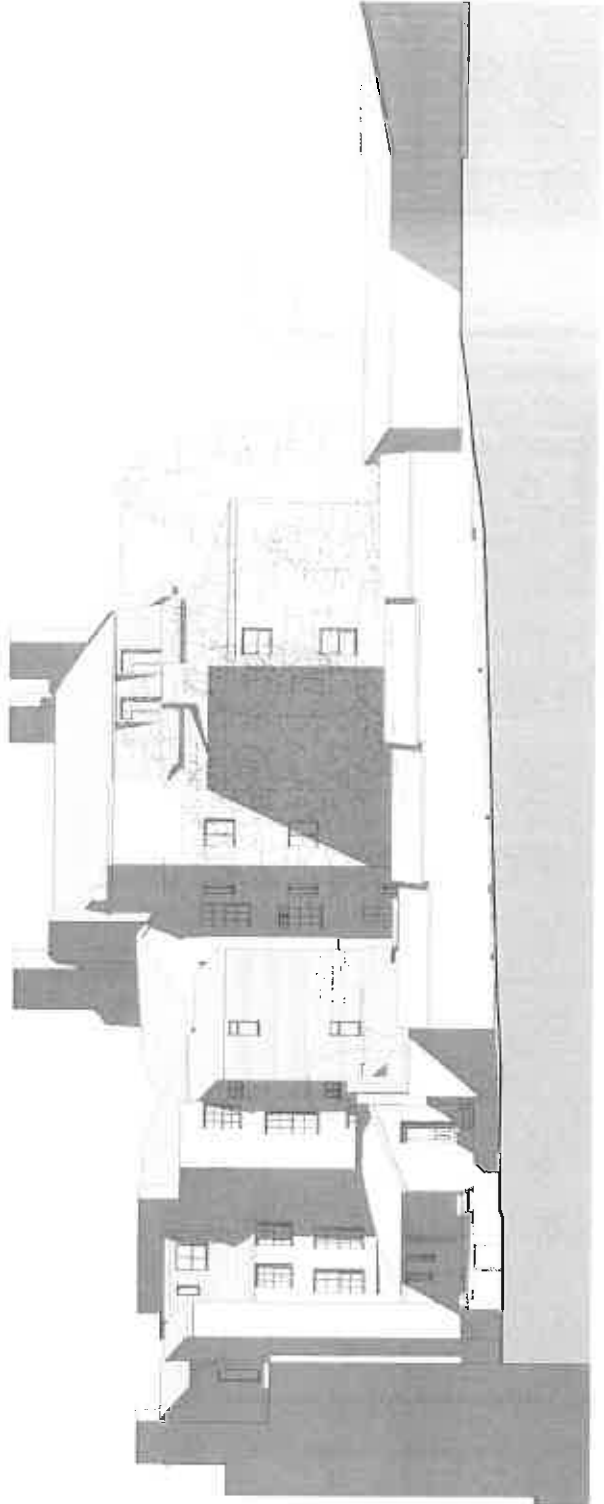


EAST

A1
 CLIFFE NORTON HOTEL, TERRY
 EXISTING
 N.E. SECTIONAL W. ELEVATIONS
 1:10
 10/2/27/2007 5:37
 ARGENT ARCHITECTS
 1125 N. 1ST ST.
 PHOENIX, ARIZONA 85004



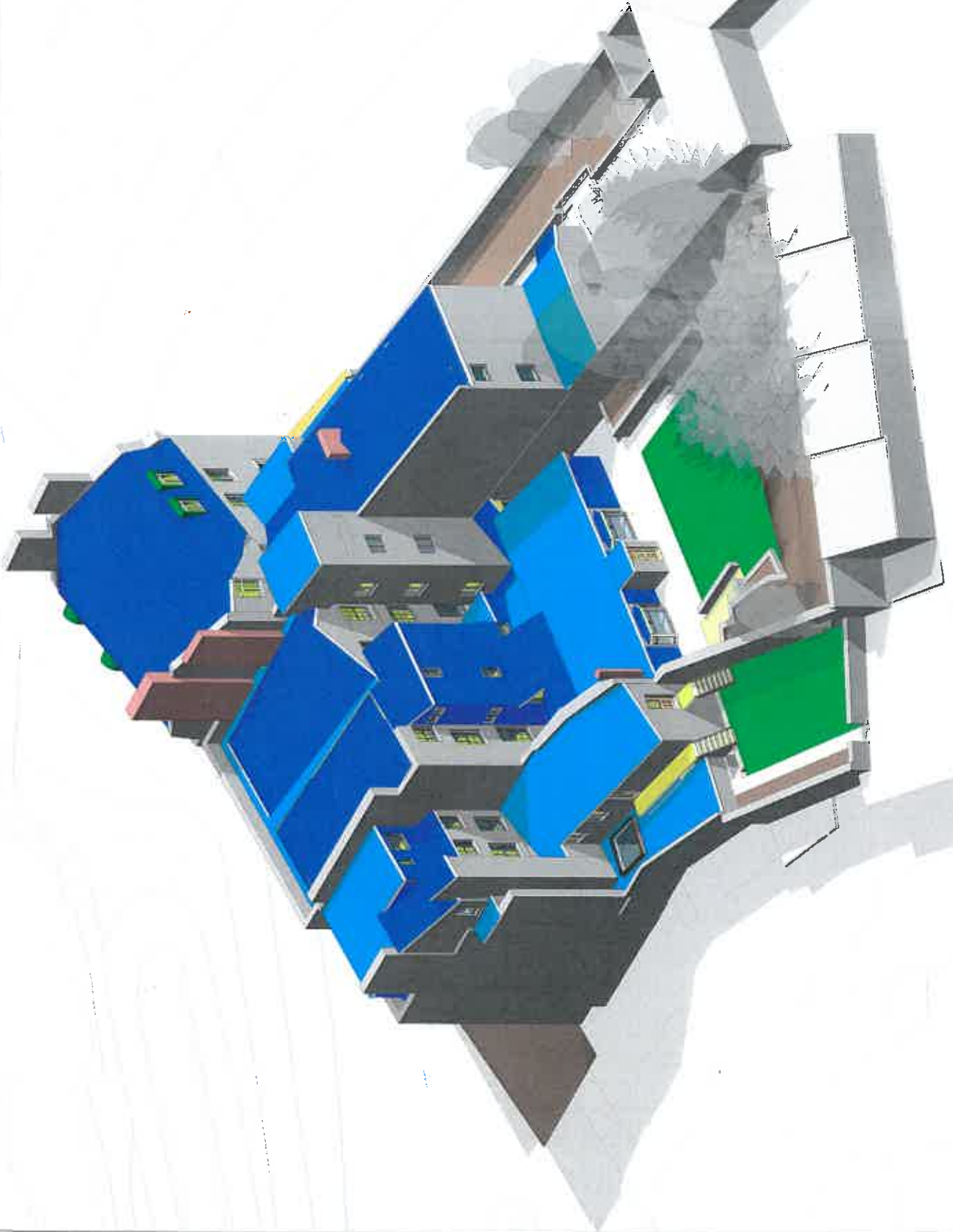
WEST



WEST

PROJECT: CLIFTON HOTEL, TENBY	DATE: 15/04/2017 / 15/04/2017
EXISTING: S&W ELEVATIONS	SCALE: 1:100
ARCHITECT: ARGENT ARCHITECTS	
101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999	

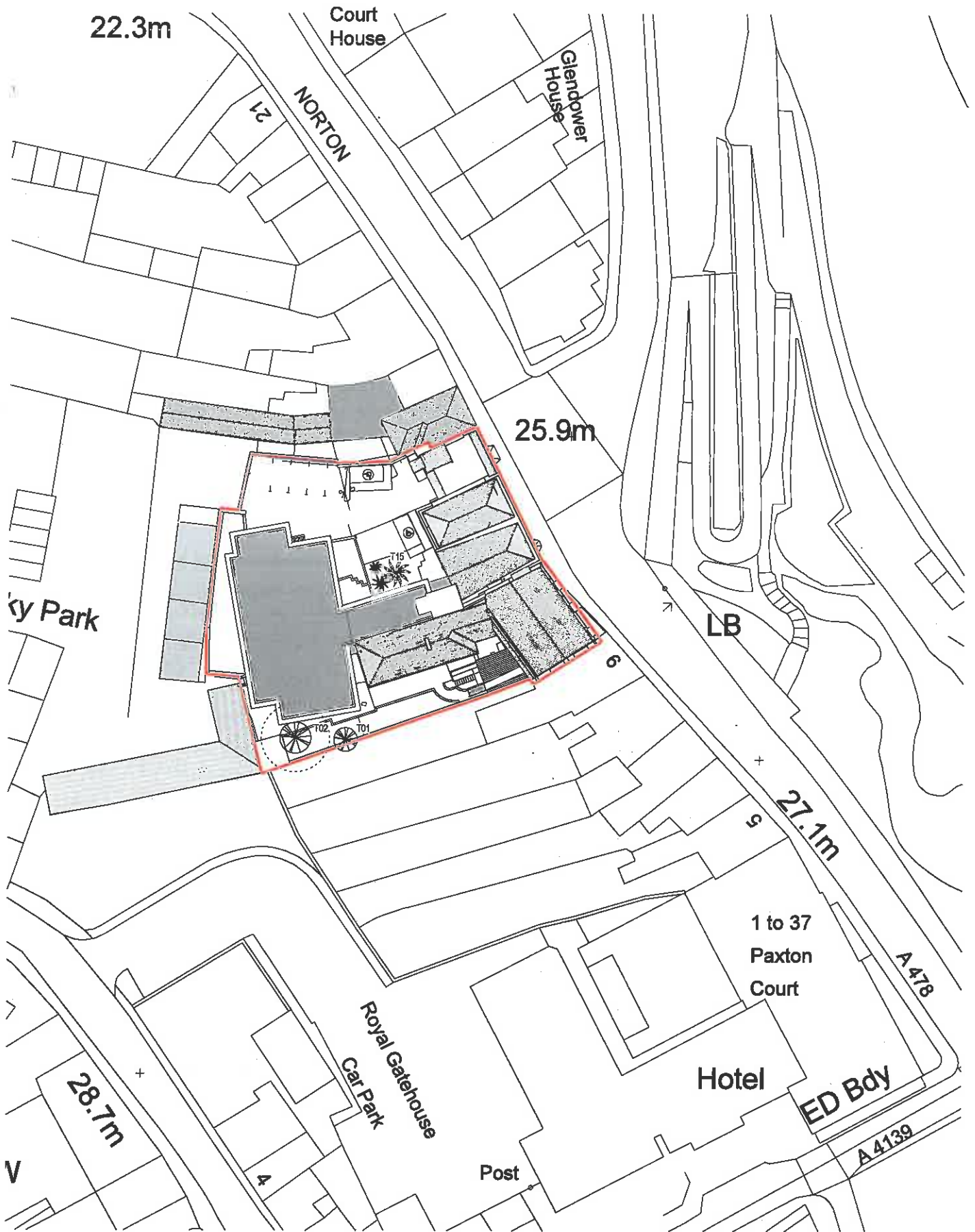
Item 5d)



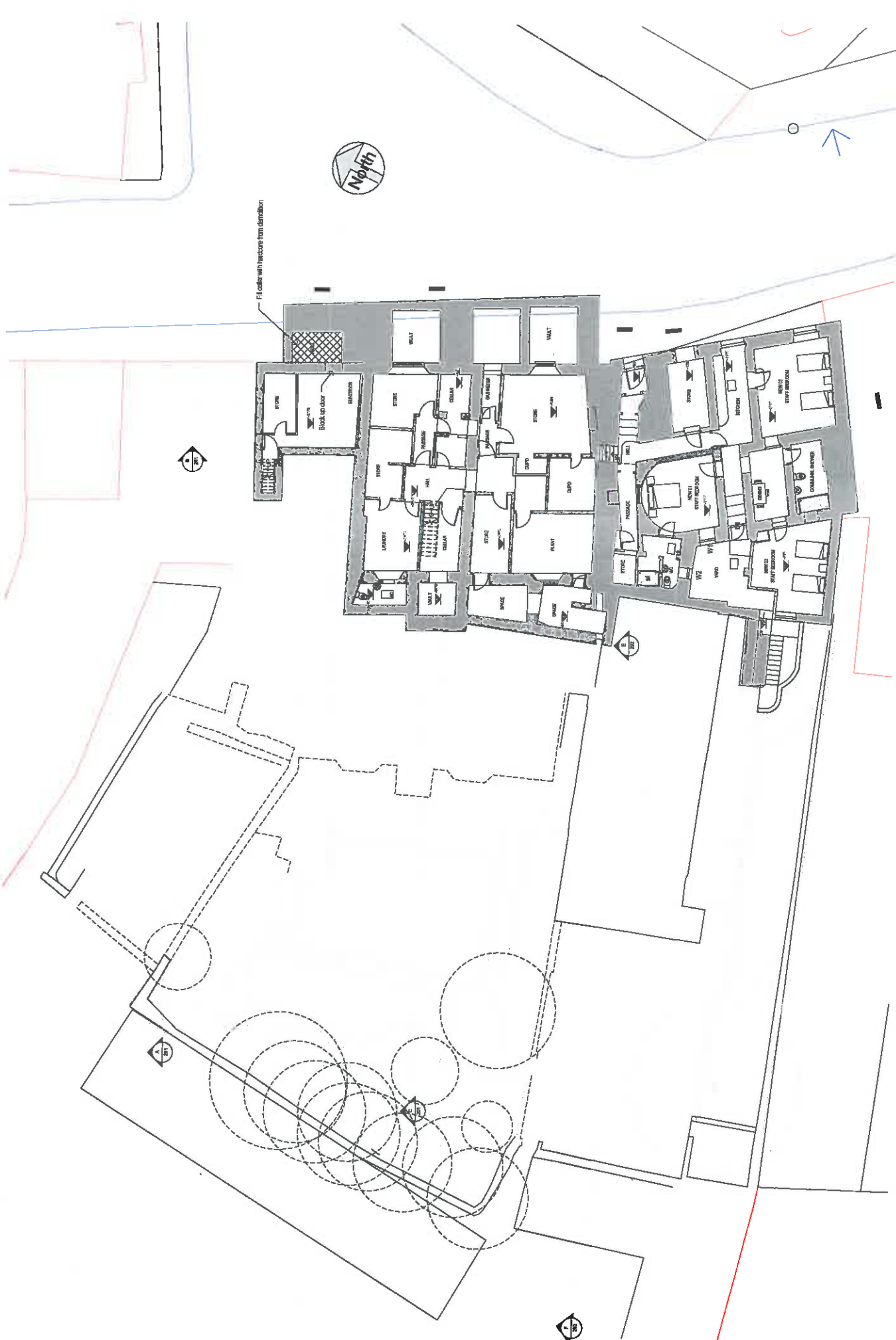
13/04/2017 16:59:51 401
ARCHITECTURE
ARGENT
PROJECT NO. 13041701
13/04/2017 16:59:51 401

CLIFFE HORTON HOTEL, TENBY
EXISTING
3D MODEL

AT @



CLIFFE NORTON HOTEL, TENBY	A3 @	1 : 500	24.04.2017	A3597 53 002
PROPOSED: BLOCK & ROOF PLAN	www.argent-architects.co.uk		tel 01834 846440	
ARGENT ARCHITECTS		info@argent-architects.co.uk		fax 01834 845440



Fill order with hardcore from demolition



Block to door



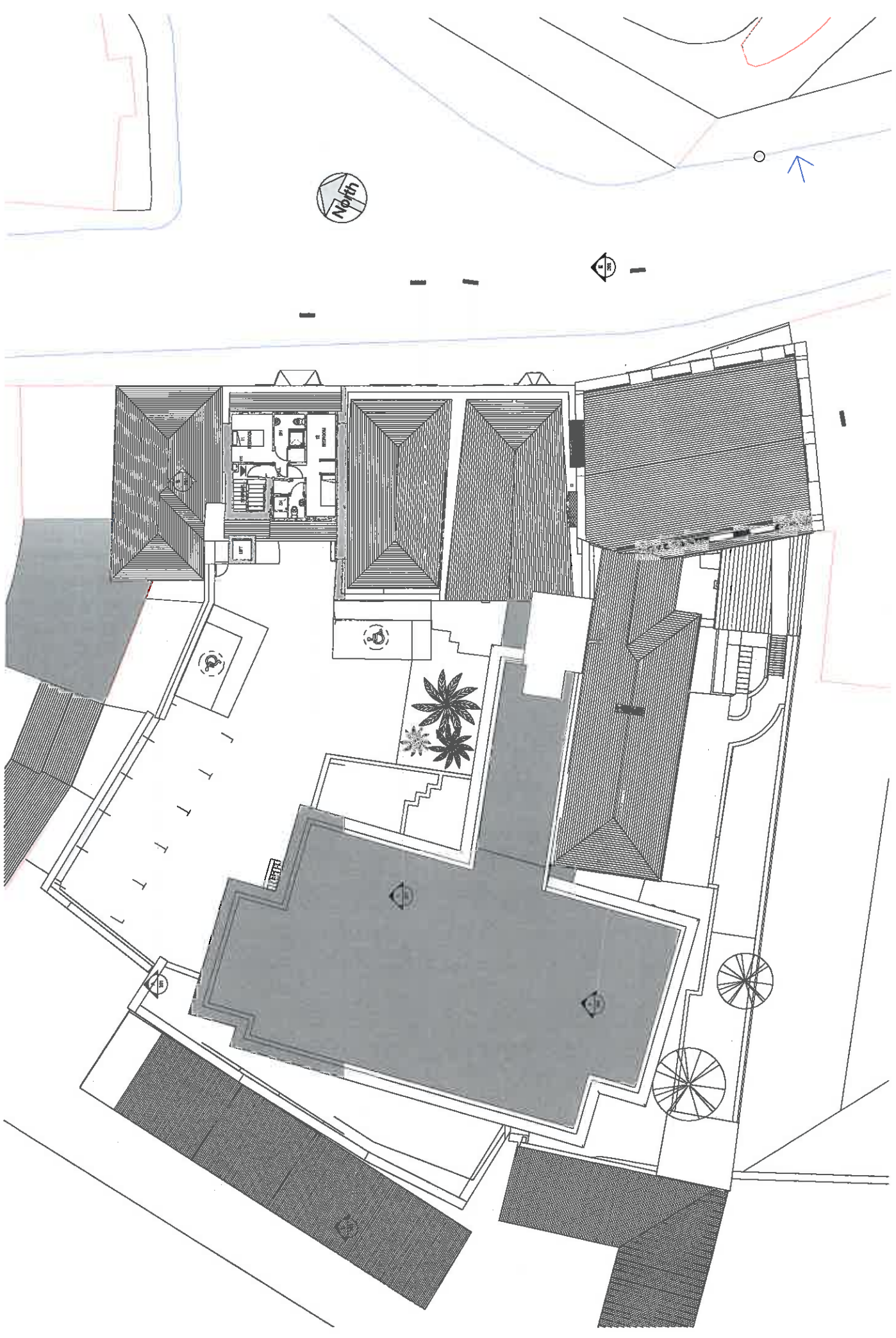
APPROVED AS TO PLANETS TO
CONFORM WITH THE
MUNICIPAL CODE OF THE CITY OF
ARIZONA

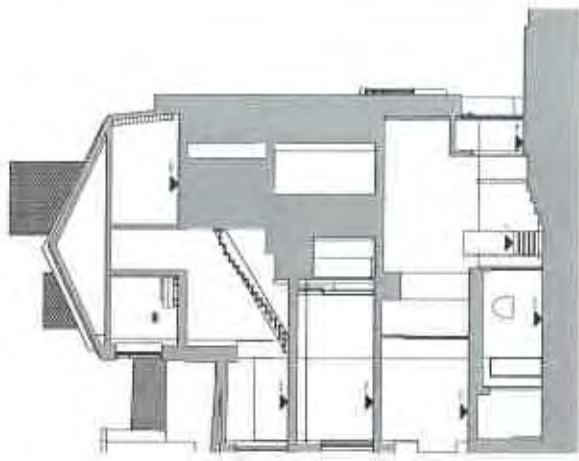
AT & T, INC. 2/04/2017 ASSET 19 102
PROPOSED: ARIZONA
FIRST FLOOR PLAN



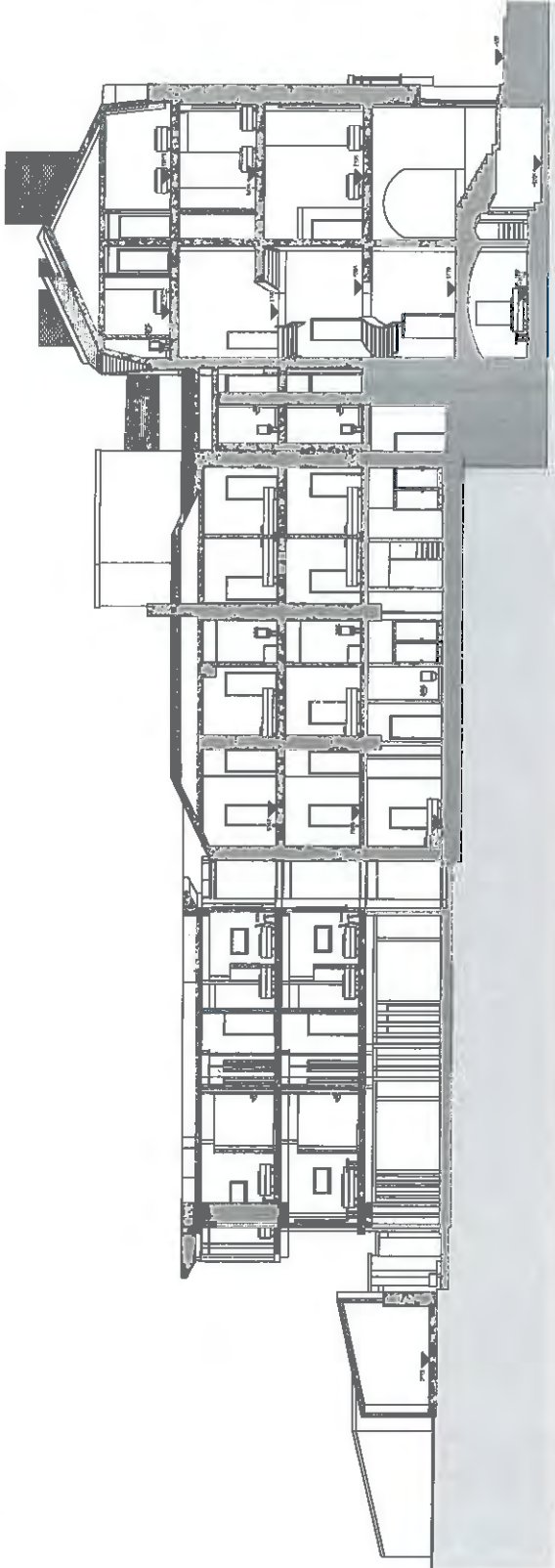


At 0
1.00 24.04.2017/ASB/AS/04
PROPOSED:
CLIFFE NORTON HOTEL, TENBY
ARGENT ARCHITECTS
THIRD FLOOR PLAN
www.argentarchitects.co.uk
01306 520000
info@argentarchitects.co.uk

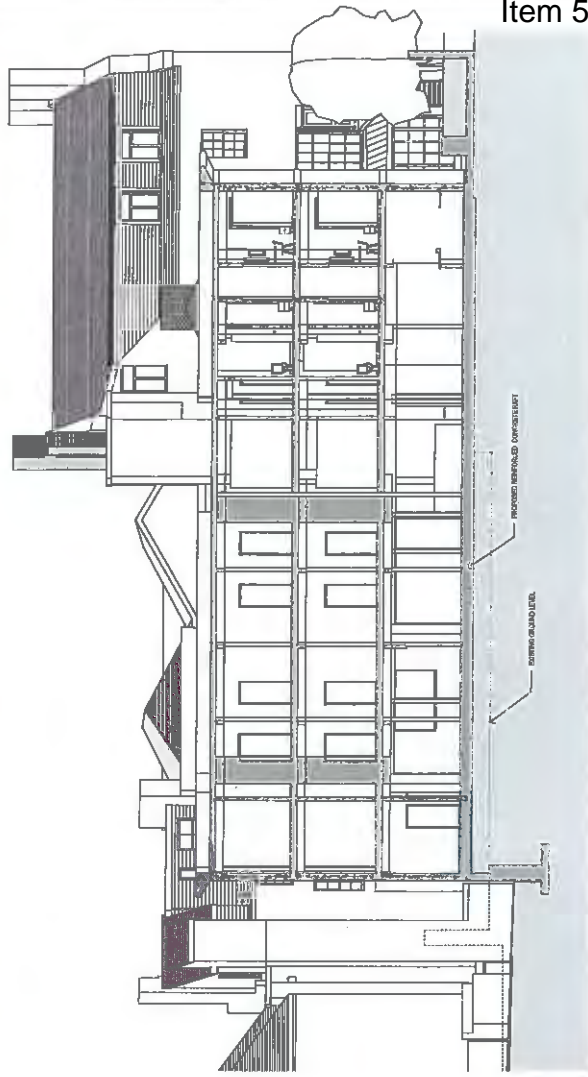




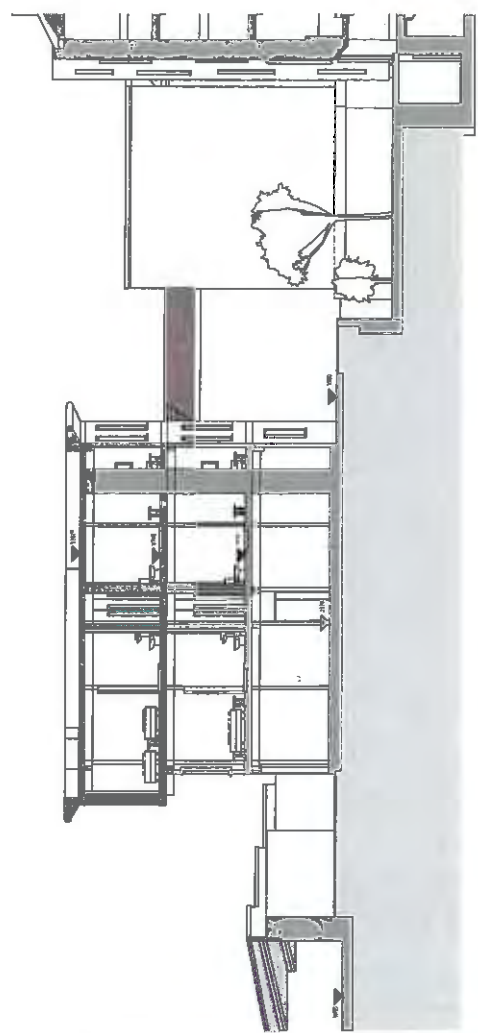
SECTION



SECTION

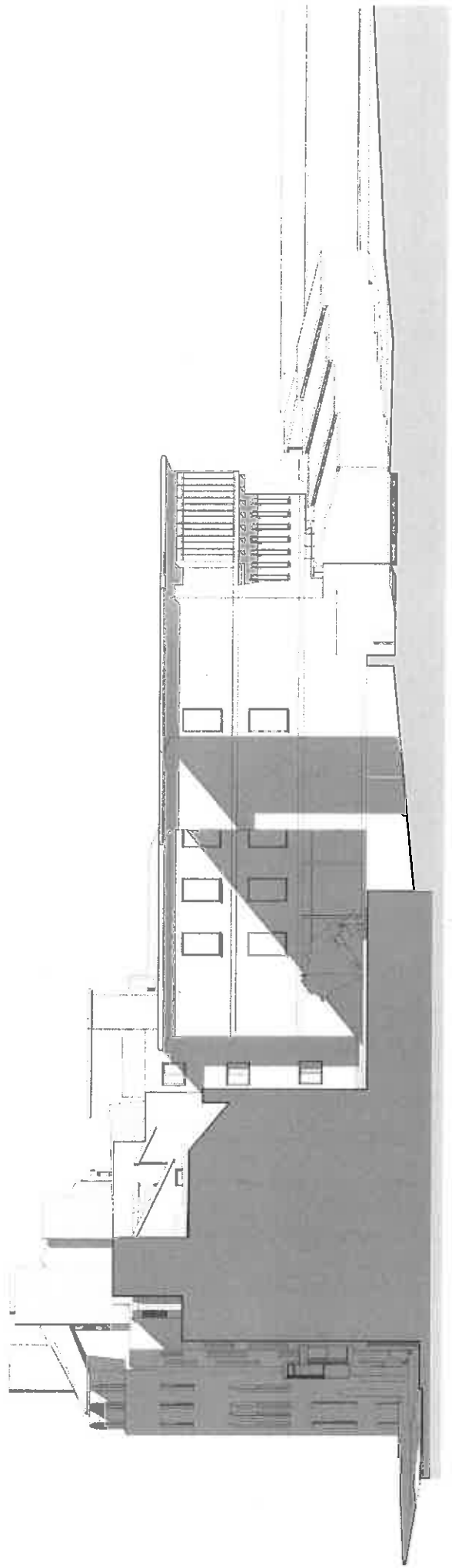


SECTION

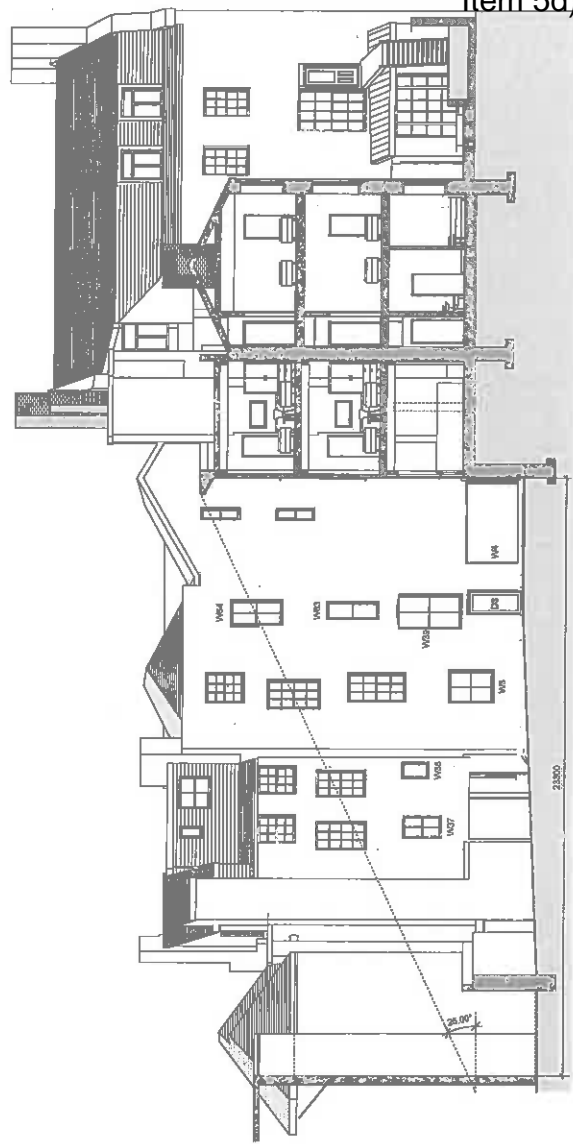
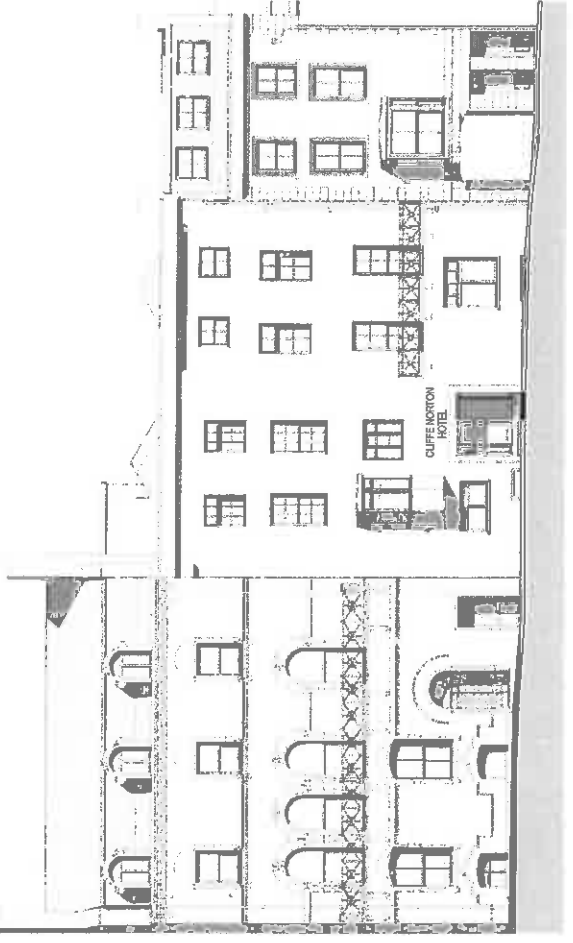


SECTION D

A1 ©	24.04.2017 / 0859 55.232
1:100	PROPOSED
CLIFFE MARTON HOTEL, TENBY	ARGENT ARCHITECTS
PROPOSED	SECTION D, E & F
	01753 600000

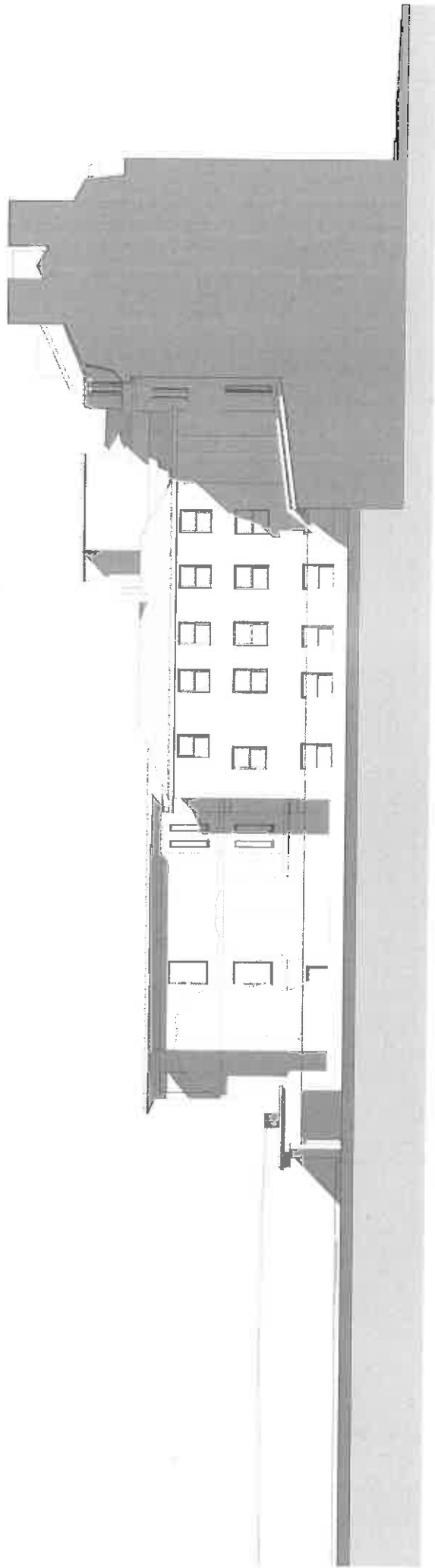


NORTH

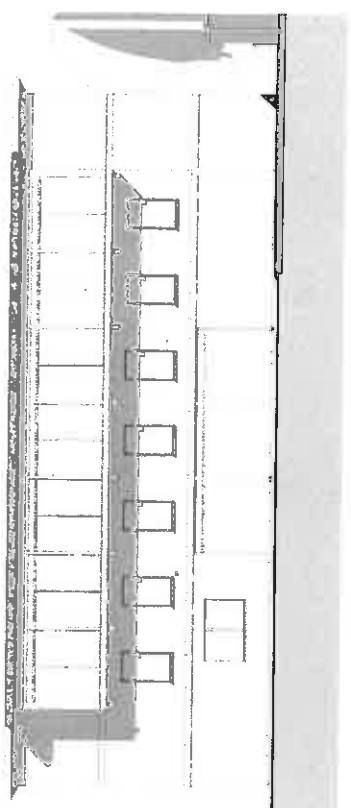


COURTYARD SECTIONAL ELEVATION

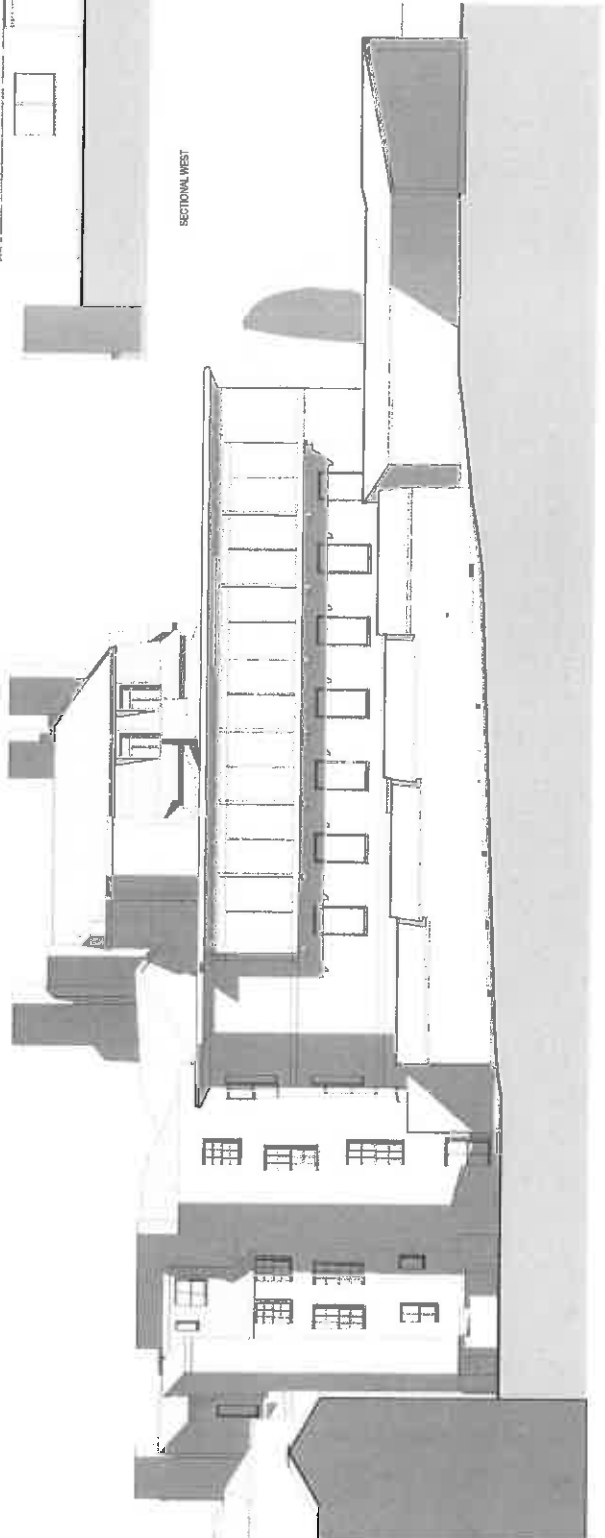
A1 ©
 CLIFFE NORTON HOTEL, TEMRY
 PROPOSED
 N.E.R. SECTIONAL W ELEVATIONS
 24.04.2017 / A269 / 03.301
 1 : 100
 www.argent-architects.com
 ARGENT ARCHITECTS
 10000 W. 10th Street, Suite 100
 Denver, CO 80202



SOUTH



SECTIONAL WEST



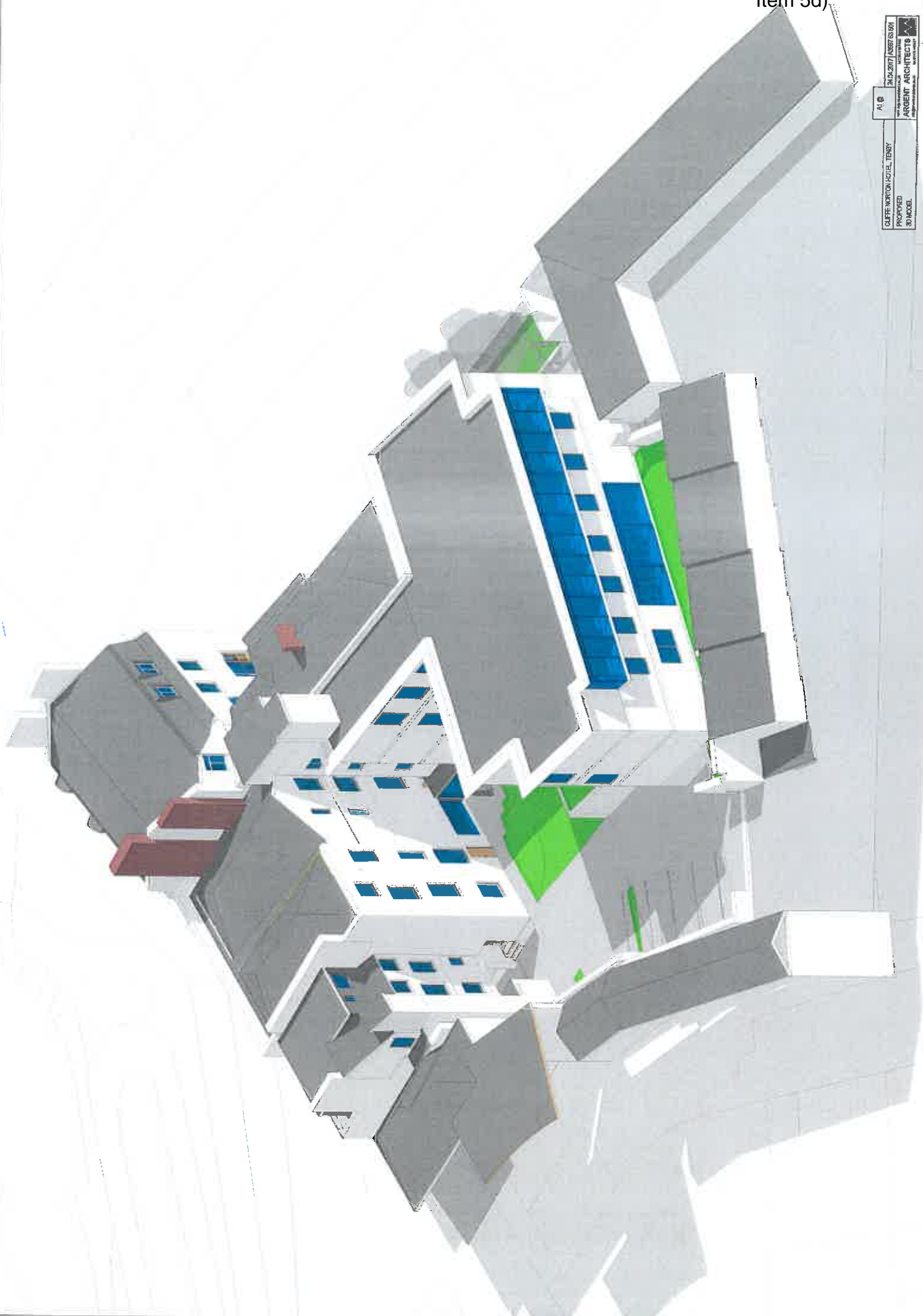
SECTIONAL WEST

MATERIAL FINISHES:
 PITCHED ROOFS
 PLASTER
 WALLS
 WINDOW DOORS
 EXPOSED BEAMS

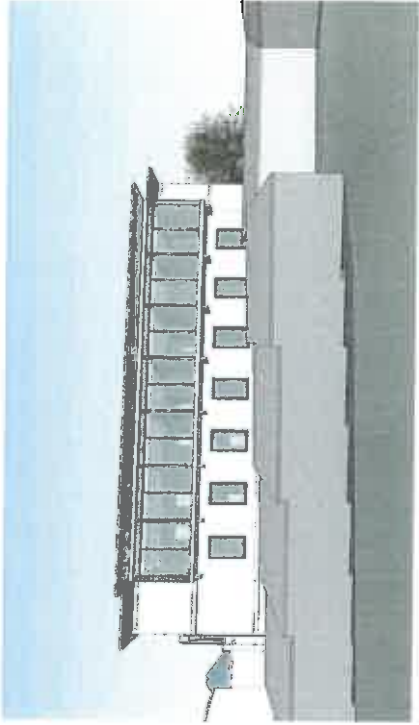
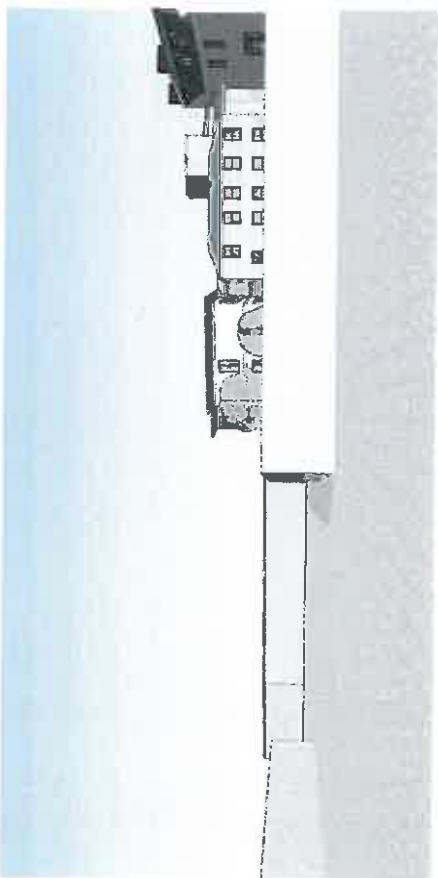
SLATE
 ROOF GUESTS
 GUESTS
 PAINTED
 PAINT TO REMOVED FROM FACADE OF NO. 10
 PAINTED
 PAINTED

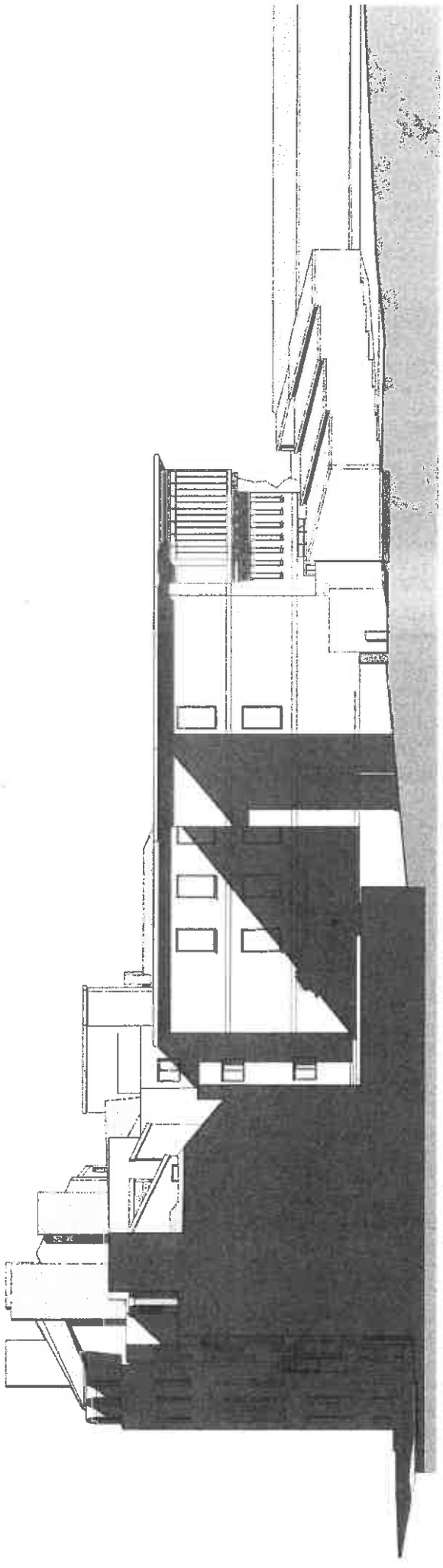
<p>CLIFFTON HOTEL TENBY</p> <p>PROPOSED S&W ELEVATIONS</p>	<p>NO. 10</p> <p>1:100</p> <p>21/04/2017 (REVISED)</p> <p>ARGENT ARCHITECTS</p> <p>ARGENT ARCHITECTS</p> <p>100, High Street, Tenby, Pembrokeshire, SA78 7JH</p>
---	--

Item 5d)

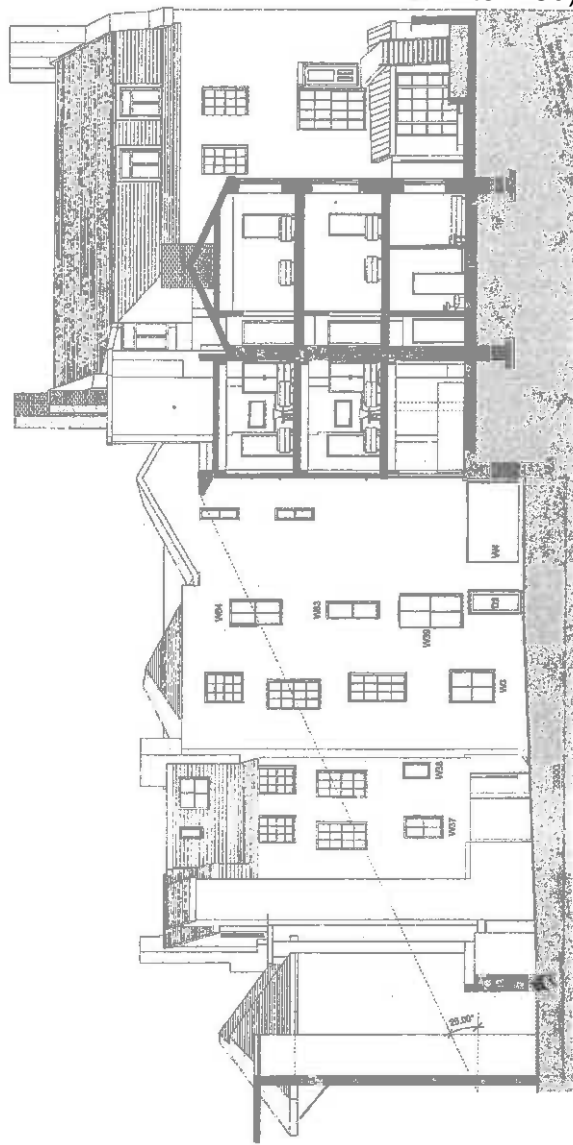


3/10/2017 10:57:53 AM
CLIFFE WORTON HOTEL, TENBY
PROPOSED
SCHOOL
ARGENT ARCHITECTS
100, High Street, Tenby, SA70 7AA
01323 820000

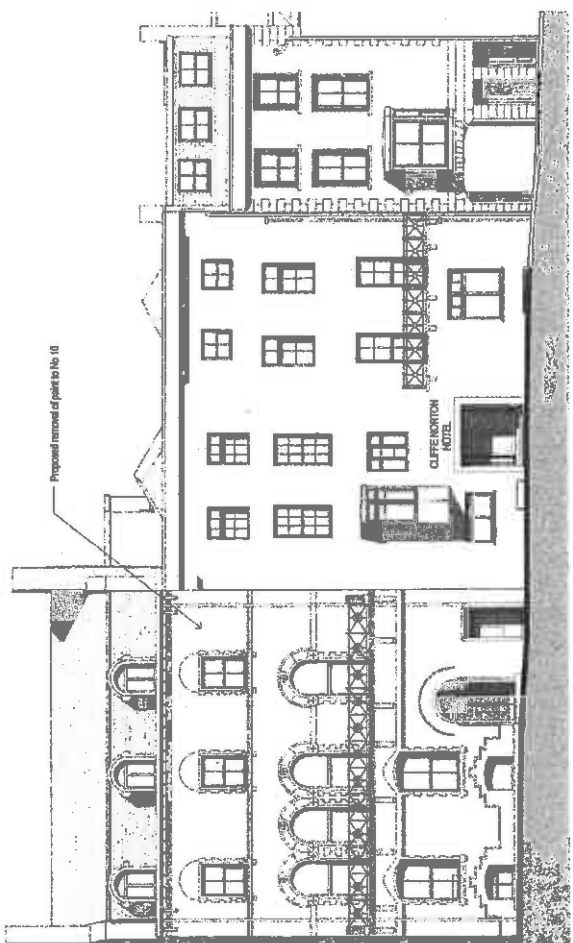




NORTH



COURTYARD SECTIONAL ELEVATION



EAST

Proposed removal of post to No. 10

MP 17 1 5 17 1 2 1 2017

A1 @
 CLIFFE MORTON HOTEL, TENBY 26.04.2017 ASB77.53.301
 PROPOSED:
 ARGENT ARCHITECTS
 N. E & SECTIONAL ELEVATIONS
 10, BROADWAY, LONDON, W1F 9JQ
 020 7534 1000
 www.argentarchitects.com