

PLANNING APPLICATION OFFICERS REPORT



Application Number	23/00696/S73	Item	03
Date Valid	09.05.2023	Ward	PEVERELL
Site Address	Land Adjacent To 18A Torland Road Plymouth PL3 5TS		
Proposal	Variation of Condition 1 (Approved Plans) for application 17/02163/REM to amend the design of 2no. dwellings		
Applicant	Grant & Toby Noble & Roach		
Application Type	Removal or variation of a condition		
Target Date	04.07.2023	Committee Date	20.07.2023
Extended Target Date	N/A		
Decision Category	Councillor Referral		
Case Officer	Mr Sam Lewis		
Recommendation	Grant Conditionally		



The application has been referred to the Planning Committee by Cllr. Dr. John Mahony.

1. Description of Site

The application site measures approx. 0.1028ha in area and is located between Torland Road to the south and Mannamead Road to the north. The main access to the site is from Torland Road, as part of an existing driveway that serves 18A Torland Road - although there is also pedestrian access from both Torland Road and Mannamead Road. The site falls within the Peverell ward of the city, and forms part of the Blindman's Wood neighbourhood greenspace.

2. Proposal Description

The proposal seeks to vary Condition 1 of approved scheme 17/02163/REM which reads:

1 CONDITION: APPROVED PLANS

Tree Detail 00409 TCP 09.04.15 - received 03/11/17
Proposed Floor Plans 31170/SD01 - received 03/11/17
1st Floor Plan 31170/SD02 - received 03/11/17
Ground Floor Plan 31170/SD03 - received 03/11/17
Lower Ground Floor Plan 31170/SD04 - received 03/11/17
Proposed Elevations 31170/SD05 - received 03/11/17
Proposed Elevations 31170/SD06 - received 03/11/17
Proposed Elevations 31170/SD07 - received 03/11/17
Proposed Elevations 31170/SD08 - received 03/11/17
Site Plans 33169/SD01 - received 03/11/17
3D Views 33169/SD02 - received 03/11/17
Ground Floor Plan 33169/SD04 - received 03/11/17
Proposed Floor Plans 33169/SD03 - received 03/11/17
Lower Ground Floor Plan 33169/SD05 - received 03/11/17
Proposed Elevations 33169/SD06 - received 03/11/17
Proposed Elevations 33169/SD07 - received 03/11/17
Proposed Elevations 33169/SD11 - received 03/11/17
3D Views 33169/SD08 - received 03/11/17
3D Views 33169/SD09 - received 03/11/17
Proposed Elevations 33169/SD10 - received 03/11/17
Tree Detail 00409 TCP 09.04.15 - received 03/11/17
Site Plans 33169/SD13 - received 03/11/17
Landscaping Plan 04409 LSP 26.9.18 Rev A received 03/10/18
Tree Protection Plan 04409 TPP 26.4.18 - received 03/10/18
Site Location Plan 31169/70 Rev A received 09/11/17

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 124, 127, 130 and 131 of the National Planning Policy Framework 2018.

The application seeks to amend the design of two dwellings which were given outline consent via 14/01830/OUT and the final designs were agreed via 17/02163/REM. 17/02163/REM has been commenced and is therefore extant - which has been confirmed following evidence provided to the Local Planning Authority and the seeking of a legal view.

The two dwellings approved have a long, thin design - whereas the proposal seeks to gain consent for two wider dwellings, set out over three floors, with rear roof terraces and balconies. The two dwellings would be the same design-wise, albeit mirror images. Due to the steep topography of the site, the properties would be built into the hill, with most of the bedrooms at lower ground floor level, open-plan living space and an additional bedroom at ground floor level, and the main living room opening onto a roof terrace at first floor level. As such, the first floor would be significantly smaller than the rest of the property. Car ports are also proposed for each property, which would front onto a large shared drive connecting to the site's existing access adjacent to 18A Torland Road. Solar panels are also proposed for the roofs of both properties.

Landscape-wise, a tree covered by a protection order is proposed to be felled to make way for the properties. Replacement planting is proposed to mitigate this loss.

Section 73 of the Town and Country Planning Act 1990 (as amended) enables an application to be made to a Local Planning Authority (LPA) to vary or remove conditions associated with a planning permission.

It should be noted that, in deciding an application under S73, the LPA must only consider the condition(s) that are the subject of the application - it is not a complete re-consideration of the application. Therefore the material considerations relating to the proposed amendments only are discussed below.

3. Pre-application Enquiry

None.

4. Relevant Planning History

91/01841/OUT - Outline application to develop land by erection of two detached dwellinghouses and garages including one replacement garage (Refused).

93/01397/OUT - Outline application to develop land by erection of two detached dwellings with access from Mannamead Road (Refused).

94/01144/OUT - Outline Application to develop land by erection of detached dwelling and garage (Refused by Allowed on Appeal).

14/00194/OUT - Demolition of garage and erection of two dwellings (Withdrawn).

14/01830/OUT - Outline application for the erection of 2 dwellings (Granted Conditionally).

17/02163/REM - Application for reserved matters including appearance, landscaping, layout and scale of 2 dwellings following grant of permission 14/01830/OUT (Granted Conditionally).

21/01958/OUT - Outline application for 2no. self-build dwelling plots (Class C3) and detached garage with all matters reserved (Refused).

5. Consultation Responses

Highway Authority - Raised no objections and recommended that previous conditions be reapplied.

Natural Infrastructure Team - Raised no in-principle objections and have agreed, following a site visit, that the protected tree should be felled.

Waste Services - No objections.

Lead Local Flood Authority - Raised no objections and recommended a condition relating to the provision of details pertaining to the surface water drainage system.

6. Representations

Two letters of representation, both received following the closure of the statutory consultation period and both objecting to the scheme, have been received by Officers. The material considerations raised include:

- Amenity impacts on neighbours including loss of light and privacy;
- Impact on a protected tree and wider environmental impacts;
- Surface water drainage concerns.

These issues will be discussed in Section 8 of the report. Officers also note that the following non-material considerations were raised:

- Impact on local property values.

These issues do not fall to be considered as part of this planning application.

Officers have also added an Informative relating to the Council's Code of Practice in terms of limiting the amenity impacts of the build itself.

7. Relevant Policy Framework

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making, as of March 26th 2019, the Plymouth & South West Devon Joint Local Plan 2014 - 2034 is now part of the development plan for Plymouth City Council, South Hams District Council and West Devon Borough Council (other than parts South Hams and West Devon within Dartmoor National Park).

On 26 March 2019 the Plymouth & South West Devon Joint Local Plan was adopted by all three of the component authorities. Following adoption, the three authorities jointly notified the Ministry of Housing, Communities and Local Government (MHCLG) of their choice to monitor the Housing Requirement at the whole plan level. This is for the purposes of the Housing Delivery Test (HDT) and the 5 Year Housing Land Supply assessment. A letter from MHCLG to the Authorities was received on 13 May 2019 confirming the change. On 14th January 2022 the Department for Levelling Up, Housing and Communities published the HDT 2021 measurement. This confirmed the Plymouth, South Hams and West Devon's joint HDT measurement as 128 percent and the consequences are None.

Therefore a 5 percent buffer is applied for the purposes of calculating a 5 year land supply at a whole plan level. When applying the 5 percent buffer, the combined authorities can demonstrate a 5-year land supply of 5.97 years at end of March 2022 (the 2022 Monitoring Point). This is set out in the Plymouth, South Hams & West Devon Local Planning Authorities' Housing Position Statement 2022 (published 19th December 2022).

Other material considerations include the policies of the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG), National Design Guidance, the scale and urgency of the climate change emergency, Plymouth City Councils Declaration on Climate Emergency (March 2019) for a carbon neutral city by 2030 and the Plymouth and South West Devon Climate Emergency Planning Statement (CEPS) 2022. Additionally, the following planning documents are also material considerations in the determination of the application:

- o Plymouth and South West Devon Joint Local Plan 2014-2034: Supplementary Planning Document (SPD) (July 2020);
- o Technical Housing Standards: Nationally Described Space Standards (March 2015).

8. Analysis

8.1 This application has been considered in the context of the development plan, the adopted Joint Local Plan, the Framework and other material policy documents as set out in Section 7.

8.2 Visual Impact

8.2.1 As the principle of two dwellings on the site has already been deemed acceptable, Officers can only consider the specific designs put forward. Torland Road is generally characterised by detached and semi-detached properties with pitched roofs and a fairly traditional appearance. The design of the dwellings under consideration here would be much more modern in style, with a layered design and a flat roof. Whilst the dwellings would not be in-keeping with the streetscene of Torland Road - they would not form a part of the streetscene in the usual way and would not be significantly visible

from the street as they would be screened by the existing houses. The approved scheme also featured dwellings of a more modern design, too - also with flat roofs. As the approved scheme could be built out, Officers consider that the more modern design put forward is acceptable. The properties would respond well to the topography of the site, which would keep their overall height down despite being large properties all round - and they would not be significantly visible from the public realm outside of the site so as to have a significantly negative visual impact. Officers consider that they would likely be visible from Mannamead Road to an extent, but note that the intention is to significantly plant towards the rear of the site. This planting, alongside the existing treeline which sits between the site and Mannamead Road, would likely provide sufficient screening to limit the site's overall visual impact.

8.2.2 Material-wise, the properties are proposed to be finished in a mix of grey brick and white render - with grey brick finishing the lowest levels and the render used elsewhere. The window frames, etc., are proposed to be zinc. This material palette differs from the approved scheme, but is considered to be appropriate. Brick and render are pretty typical finishing materials in the area, and are more in-keeping than the partial wooden finish previously approved. The brick and render combination would provide something of a link to the surrounding properties appearance-wise despite the overall differences in design.

8.2.3 Given the precedent allowing a more modern design and the fact that the properties themselves would be screened from both Torland and Mannamead Roads, Officers consider that the scheme accords with DEV20 of the JLP.

8.3 Amenity Impact

8.3.1 This section of the report will consider the impact of the proposal on the surrounding residents as well as the enjoyment of it by its future occupiers.

8.3.2 Regarding the amenity impact of the properties on neighbours, Officers do not consider that the impact would be significant. Whilst the properties would be wider than those previously approved, their overall design and the topography of the site would limit their impact. The slope of the site would mean that the properties would be set down from the properties on Torland Road, which would lower the overall mass of the proposal and keep the height down. Whilst the properties would be slightly taller than those previously approved, a drawing has been provided to show the properties in the context of the Torland Road properties - which illustrates the height difference between the two. As such, any massing impacts would be minimal as the properties impacted would be significantly taller in an overall sense than the proposed properties. The proposed properties would also be at least 25m from the rear of the existing properties. This is considered to allow for sufficient distance between the two sets of properties, and would not lead the rear gardens and windows of the Torland Road properties feeling dominated by the new structures. Officers note that this is a larger distance between properties than is typical of the area and also larger than the gap between 18A Torland Road and the property it sits behind adjacent to the site. Plans have also been provided showing the overshadowing which the scheme would lead to, and Officers consider that the impact of this would be minimal - particularly given that the properties would sit to the north of the adjacent properties on Torland Road.

8.3.3 Officers do not consider that the scheme would lead to significant overlooking impacts, too. The properties have been designed to funnel views across to Mannamead Road - with the vast majority of the proposed glazing facing away from the nearby properties. Front-facing windows at ground floor level would have views limited by the sloping ground, and this would also limit views from the sole front-facing window at first floor level on each property. Views from these windows would be restricted by the existing boundary treatments at the rear of the Torland Road properties, and the aforementioned distances between the two sets of properties would also limit harmful overlooking. The roof terraces and balconies have also been designed to funnel views away from the

neighbouring properties and down towards Mannamead Road. This window/terrace arrangement is different from the previously-approved scheme, but the aforementioned topography and plan showing the differences in property heights show that overlooking would be minimal. As such, Officers do not consider that these elevated amenity areas would lead to significantly harmful overlooking of neighbouring properties.

8.3.4 Regarding the amenity that the properties would provide for their future occupiers, each would have a floorspace of approx. 291sqm - excluding the roof terraces/balconies. This significantly exceeds the levels set out in the Space Standards for a 4-bed property. As such, the properties are considered to provide a good level of accommodation. All of the bedrooms would be of an appropriate size, too, and all of the properties' main habitable rooms would be served by windows - providing sufficient natural light and outlook. The properties would not be served by specific gardens, but would have approx. 42sqm of outdoor space when the roof terraces/balconies are considered. Officers also note that a shared green space at the front of the properties, adjacent to the drive, is also proposed, which would provide some additional outdoor space. Whilst Officers would generally expect to see more garden space, given the topography of the land it would likely be hard to create usable gardens without further significant ground works. Officers understand the approach taken, then, in the context of the terraces included. Generally Officers look for a certain level of garden space partially to limit small substandard housing being created which people would 'make do with'. Given the large size of the properties proposed, as well as the terraces included, Officers do not consider that this concern is relevant here. As such, Officers do not consider that the lack of a traditional garden would be a significant enough reason to refuse planning permission.

8.3.5 Officers therefore consider that the scheme would not have a significant impact on neighbour amenity and would provide a good level of accommodation for any future occupiers. As such, Officers consider that the scheme accords with DEVI and DEV10 of the JLP.

8.4 Highways Impact

8.4.1 The Highway Authority were consulted on the scheme, and no objections were raised relating to the altered proposal. The original outline consent approved the site's access, and no alterations to it are proposed here, so Officers are only considering the alterations within the site itself relating to parking. Each property would be served by a car port, which would provide undercover parking, plus there would also be more space on the long hardstanding area to be able to park additional cars adjacent to each property. The scheme also allows for some parking adjacent to 18A Torland Road - due to the previously-approved access arrangements necessitating the removal of that property's garage. The Highway Authority have not raised any concerns with the level of parking proposed, and level-wise the parking proposed is similar to that of the approved scheme. As such, Officers do not have any concerns with the parking proposed.

8.4.2 The Highway Authority recommended a number of conditions including the provision of the parking areas prior to the properties' occupation as well as the provision of EV charging points. They have also recommended a condition relating to the provision of a Construction Traffic Management Plan. Such was not conditioned previously, though, so Officers are of the view that it would not be reasonable to do so this time when the principle of the development is the same.

8.4.3 As such, Officers consider that the scheme would accord with DEV29 of the JLP.

8.5 Impact on Biodiversity and Trees

8.5.1 The site falls within an area of designated greenspace, and the scheme proposes the felling of an Atlantic Cedar tree which is covered by TPO 380. Whilst Officers' approach to greenspace development has changed since the previous approvals, as 17/02163/REM is considered to be extant then Officers consider that the impact of the development on greenspace has already been established. The previously-approved dwellings would develop the greenspace in a similar manner to

this proposal - and is not considered that one scheme is necessarily better than the other where the greenspace is concerned. In essence, much of this greenspace has already been 'lost' due to the previous approvals which were considered in a different context to that which currently frames the Local Planning Authority's decision making.

8.5.2 The main difference between the two schemes would be the loss of the protected tree. Generally Officers would be resistant to the felling of a protected tree, particularly when it has been demonstrated that the site could be developed without its loss, however evidence relating to the tree's declining health has been provided by the applicant. This information has been assessed by the Natural Infrastructure Team, who also made their own assessment, and they agree with the conclusion presented in the applicant's Arboricultural Impact Assessment. Due to the tree's declining health, it is likely that it would need to be felled within the next 10 or so years. As such, Officers consider that it would be appropriate to fell it now - as this would allow replacement planting to be sought, and such can be better integrated into the overall design of the site than it trying to be shoehorned in later. Whilst the felling of the tree would have an immediate amenity/visual impact - its loss would be mitigated long-term. Based on Table 28 of the SPD, due to the tree's trunk diameter of approx. 1100mm, at least 8no. trees would be required to be planted to mitigate its loss. The proposed site plan shows indicative planting towards the rear of the site, but no specific planting plan has been provided. Given that the rear of the site could likely accommodate at least 8no. new trees, Officers have conditioned the provision of a planting/landscaping plan below - to ensure that the amount, location, and species of the new trees proposed would be suitable.

8.5.3 Given the lack of objections from the Natural Infrastructure Team and the conclusions of the submitted Arboricultural Impact Assessment, Officers do not wish to object to the scheme on biodiversity grounds and have applied appropriate conditions to mitigate the loss of the tree. As such, the scheme is considered to accord with DEV28 of the JLP.

8.6 Drainage and Flood Risk Impact

8.6.1 The Lead Local Flood Authority were consulted on the proposal and did not raise any objections to it. They noted, however, that details of the proposed surface water drainage system should be provided. The approved scheme had the provision of this information conditioned, so Officers consider that doing so again here is reasonable. As such, the scheme is not considered to come into conflict with DEV25 of the JLP.

8.7 Climate Emergency Considerations

8.7.1 As the application seeks to alter a scheme which was approved prior to the adoption of the CEPS, Officers consider that its contents do not fall to be considered here. Nevertheless, the inclusion of solar panels on the properties' roofs is welcome.

9. Human Rights

Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

10. Local Finance Considerations

The Local Planning Authority has assessed that this development will attract an obligation to pay a financial levy under the Community Infrastructure Levy Regulations 2010 (as amended).

11. Planning Obligations

The purpose of planning obligations is to mitigate or compensate for adverse impacts of a development, or to prescribe or secure something that is needed to make the development acceptable in planning terms. Planning obligations can only lawfully constitute a reason for granting planning permission where the three statutory tests of Regulation 122 of the CIL Regulations 2010 are met.

Planning obligations not required due to the nature and size of proposal.

12. Equalities and Diversities

This planning application has had due regard to Section 149 of the Equality Act with regard to the Public Sector Equality Duty and has concluded that the application does not cause discrimination on the grounds of gender, race and disability.

13. Conclusions and Reasons for Decision

Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal is acceptable and accords with policies DEV1, DEV2, DEV10, DEV20, DEV26, DEV28, DEV29, DEV32, and DEV35 of the Plymouth & South West Devon Joint Local Plan, national guidance and specifically paragraph 11 of the NPPF which states that development proposals that accord with the development plan should be approved without delay.

14. Recommendation

In respect of the application dated 09.05.2023 it is recommended to Grant Conditionally.

15. Conditions / Reasons

The development hereby permitted shall be carried out in accordance with the following approved plans:

I CONDITION: APPROVED PLANS

Arboricultural Impact Assessment Plan EV-2751- 2-AIA P - received 09/06/23
Section A 2021-72 2013 - received 13/06/23
3D Views 2021-72-2003 Rev B received 09/05/23
Response to Public Comments Sheet 1 2021-72 4001 - received 30/06/23
Response to Public Comments Sheet 2 2021-72 4002 - received 30/06/23
Site Plan 2021-72-2002 Rev C received 09/05/23
House Type 01 - Proposed Building 2021-72-2005 Rev C received 09/05/23
House Type 02 - Proposed Building 2021-72-2006 Rev C received 09/05/23
North West and South East Elevations 2021-72-2007 Rev C received 09/05/23
North East and South West Elevations 2021-72 2008 Rev B received 09/05/23
3D Views Proposed Render Plot 2 2021-72-2009 - received 09/05/23
3D Views Proposed Render Plot 1 2021-72-2010 - received 09/05/23
3D Views Proposed Render Entrance 2021-72-2011 - received 09/05/23
Street Views 2021-72 2012 - received 09/05/23

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with the Plymouth & South West Devon Joint Local Plan 2014–2034 (2019).

2 CONDITION: DRAINAGE

PRE-CONSTRUCTION

No further development shall take place until details of the proposals for the disposal of surface water have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the dwellings hereby permitted are first occupied.

Reason:

To enable consideration to be given to any effects of changes in the drainage regime on landscape features in accordance with policy DEV35 of the Plymouth & South West Devon Joint Local Plan 2014-2034 (2019) and the National Planning Policy Framework.

Justification: To ensure there is an acceptable drainage solution before any further work proceeds.

3 CONDITION: CAR PARKING PROVISION

PRE-OCCUPATION

The hereby approved dwellings shall not be occupied until the car parking areas shown on the approved plans have been completed in accordance with approved details and those areas shall not thereafter be used for any purpose other than the parking of vehicles.

Reason:

To enable vehicles used by occupiers or visitors to be parked off the public highway so as to avoid damage to amenity and interference with the free flow of traffic on the highway in accordance with policy DEV29 of the Plymouth & South West Devon Joint Local Plan 2014-2034 (2019) and the National Planning Policy Framework.

4 CONDITION: ELECTRICAL VEHICLE CHARGING PROVISION

PRE-OCCUPATION

Before the dwellings hereby approved are occupied, and to assist lower carbon emissions, electric vehicle charging points are required to be provided in accordance with the details set-out as a minimum requirement in paragraph 8.39 and Table 33 of the Plymouth and South West Devon Joint Local Plan 2014-2034: Supplementary Planning Document (2020). 2no. charging points shall be provided, 1no. per dwelling.

Reason:

In order to promote sustainable modes of transport in accordance with policy DEV29 of the Plymouth & South West Devon Joint Local Plan 2014-2034 (2019).

5 CONDITION: PLANTING/SOFT LANDSCAPING PLAN

PRE-OCCUPATION

Prior to the occupation of the dwellings hereby approved, full details of the proposed planting and soft landscaping throughout the site should be submitted to and approved in writing by the Local Planning Authority. These details should include the planting of at least 8no. new trees to mitigate the loss of the Atlantic Cedar (TI as per the submitted Arboricultural Impact Assessment) - which is to be felled. The agreed planting scheme should then be implemented in the first planting season following its agreement.

Reason:

To ensure that the proposed planting and landscaping is sufficient and provides appropriate mitigation for the loss of a protected tree - despite the tree's poor health - in line with policy DEV28 of the Plymouth & South West Devon Joint Local Plan 2014-2034 (2019) and the National Planning Policy Framework.

6 CONDITION: RESTRICTIONS ON PERMITTED DEVELOPMENT

Notwithstanding the provisions of Article 3, Classes A, AA, B, C, D, E, and F of Part 1, and Class A of Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no enlargements, improvements, or other alterations to the dwelling houses, including to their roofs, buildings, or enclosures, swimming pools or other pools, containers, hard surfaces, or walls or fences within the curtilages shall be carried to any of the properties hereby approved.

Reason:

In order to limit visual impacts, amenity impacts on neighbours, and to safeguard the greenspace in accordance with policies DEV1, DEV20, DEV27, and DEV28 of the Plymouth & South West Devon Joint Local Plan 2014-2034 (2019) and the National Planning Policy Framework.

INFORMATIVES

1 INFORMATIVE: (CIL LIABLE) DEVELOPMENT LIABLE FOR COMMUNITY INFRASTRUCTURE CONTRIBUTION

The Local Planning Authority has assessed that this development will attract an obligation to pay a financial levy under the Community Infrastructure Levy Regulations 2010 (as amended). Details of the process can be found on our website at www.plymouth.gov.uk/CIL. You can contact the Local Planning Authority at any point to discuss your liability calculation; however a formal Liability Notice will only be issued by the Local Planning Authority once "planning permission first permits development" as defined by the CIL Regulations. You must ensure that you submit any relevant forms and get any pre-commencement details agreed before commencing work. Failure to do so may result in surcharges or enforcement action.

Further information on CIL can be found on our website here:

<https://www.plymouth.gov.uk/planninganddevelopment/planningapplications/communityinfrastructuralevy>

More information and CIL Forms can be accessed via the Planning Portal:

https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy/5

More detailed information on CIL including process flow charts, published by the Ministry of Housing, Local Communities and Government can also be found here:

<https://www.gov.uk/guidance/community-infrastructure-levy>

2 INFORMATIVE: CONDITIONAL APPROVAL (NO NEGOTIATION)

In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and the National Planning Policy

Framework, the Council has worked in a positive and pro-active way and has imposed planning conditions to enable the grant of planning permission.

3 INFORMATIVE: OUTLINE CONDITIONS

The applicant is advised that all conditions imposed on the outline planning decision notice 14/01830/OUT are still in force.