

ITEM: 5

Application Number: 10/01412/FUL

Applicant: Portobello Developments PLC

Description of Application: Change of use of ground floor to 4 flats, revised layout for 8 flats previously approved on first and second floors, and associated works to provide parking and bin storage

Type of Application: Full Application

Site Address: HORNBY COURT, 7 CRAIGIE DRIVE PLYMOUTH

Ward: St Peter & The Waterfront

Valid Date of Application: 06/09/2010

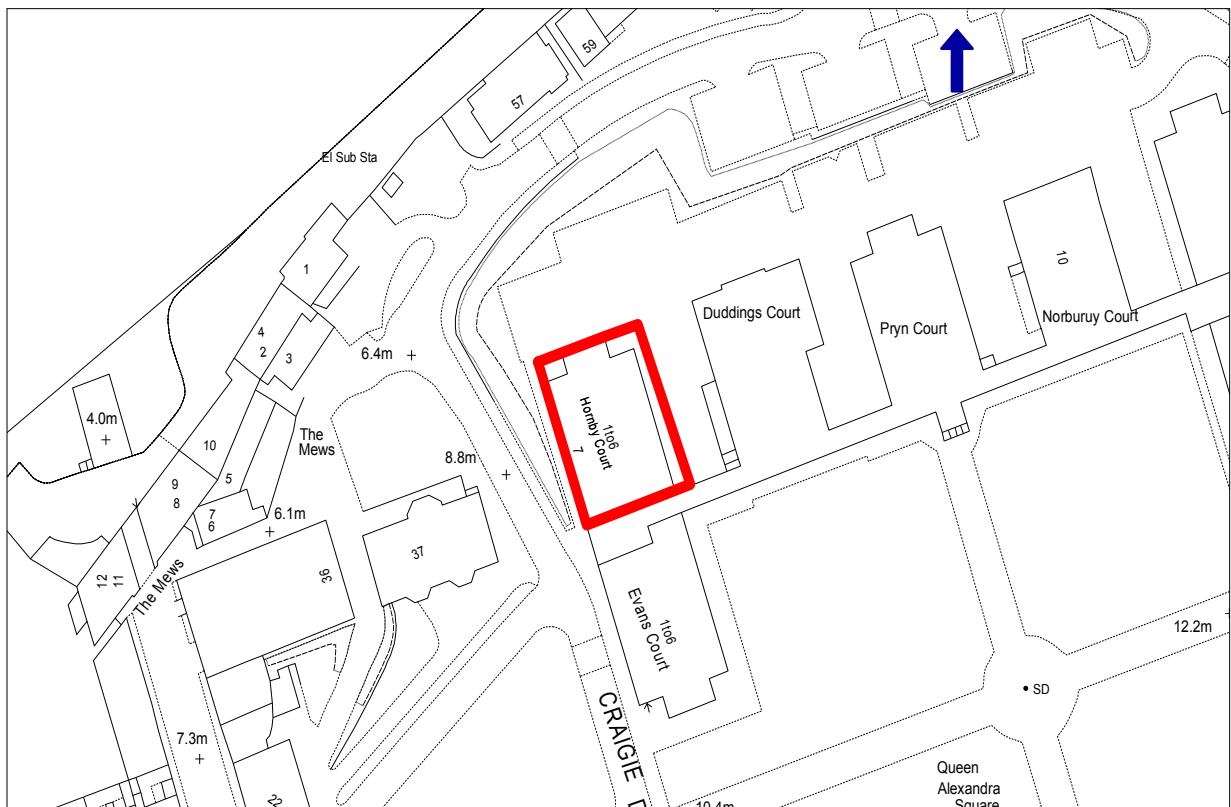
8/13 Week Date: **06/12/2010**

Decision Category: Major Application

Case Officer : Karen Gallacher

Recommendation: Grant Conditionally

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OFFICERS REPORT

Site Description

The building subject of this planning application is the Hornby building located within the former Royal Naval Hospital now known as Millfields. The building is Grade II* and in a designated Conservation Area. Buildings in the Millfields were designed by Alexander Rovehead and built between 1758 and 1762. A substantial limestone wall (originally intended to keep patients in) contains the site.

The Millfields was designated as a Conservation Area in 1977. The layout of the quadrangle is characterised by pavilion ward buildings grouped around a courtyard plan, with ward blocks kept small and linked by single storey colonnade. The Millfields is made up of Grade II and II* Listed Buildings.

Proposal Description

Change of use and conversion of the Hornby building to create 12 flats with associated parking and refuse storage.

Relevant Planning History

95/00657/FUL – Change of use of former hospital to school, residential, office, warehouse and associated works – GRANTED subject to S106.

00/01260/FUL – conversion and alterations to form 12 work from home residential units – GRANTED subject to S106 but not implemented.

04/02071/FUL – 5 residential units and one office – GRANTED but not implemented.

10/01413/LBC – works associated with the change of use to 12 flats - GRANTED

Consultation Responses

Transport – No objection subject to parking conditions

Public Protection Service- No objections subject to code of practice conditions

English Heritage – No objection

Housing – No objection

Representations

Nil.

Analysis

The main considerations for this application are the standard of the residential units proposed, visual amenity, the impact on the highway and on surrounding properties. The main policies relevant to this proposal are CS02, CS15, CS28, CS33 and CS34 from the adopted Core Strategy.

The footprint of the building would not change; most of the proposed amendments are internal. There would be a total of 12 apartments with 4 on each floor.

Standard of accommodation

The basic layout and format of the flats is similar to that previously approved as live/work units and to other schemes in the grounds. The accommodation is of a good standard and does not conflict with the standards outlined in the Development Guidelines Supplementary Planning Document or Core Strategy policies CS15 or CS34.

Visual amenity

The building is currently in a poor state of repair and the works proposed would benefit the building and surrounding conservation area by restoring the building and preventing it from further deterioration. Few changes are proposed to the external appearance of the building and amendments have been made to reduce the impact further. These amendments include the provision of a natural slate roof covering, a reduction in the size of the proposed balconies and changes to the means of enclosure for the stair wells. With these amendments in place the proposal is considered to be visually acceptable and in compliance with Core Strategy policies CS02 and CS34.

Transport

As per the previous application submitted back in 2004 (no. 02071/04) a car parking standard of 1.25 spaces per unit has been applied to this development which equates to a total of 15 spaces serving 12 residential units. Considering how close the development is to the City Centre, such a level of car parking is considered acceptable.

Furthermore the applicant has also provided details of a suitable bike store which will accommodate a total of 6 bicycles at a standard of 1 space per 2 units. As with the car parking mentioned above, this is also considered acceptable. There is no conflict with Core Strategy policy CS28.

Neighbours amenity

The development is sufficient distance from neighbouring property so as not to cause loss of amenity to them. There is no conflict with Core Strategy policy CS34 in this respect

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.

Equalities & Diversities issues

Cycle parking provision shall be secured by way of condition.

Section 106 Obligations

The S106 amount has been calculated on the basis of 9 two bedroom flats and 3 one bedroom flats. The applicant has agreed to pay the tariff at a 50% discount according to the Market Recovery Action Plan. A figure of £50,169 has therefore been agreed by way of a S106 agreement following the application of the CIL regulations. The sum will be divided in the following way.

Local Infrastructure

Schools- £9,189.50
Health - £1,728
Green space- £2,537.50
Childrens play space- £1,816
Playing pitches- £4,602.50

Strategic Infrastructure

Green space - £5,659.50
European Marine Site- £133.50
Sports facilities - £3,616.50
Public Realm - £429
Transport- £20,457

Conclusions

The proposals would bring this important heritage asset back into use and would result in a high standard of accommodation that would have an acceptable impact on neighbours, the character of the area and the highway network. The application therefore complies with Core Strategy policies CS02, CS15, CS28, CS33 and CS34 and is recommended for approval.

Recommendation

In respect of the application dated **06/09/2010** and the submitted drawings, **PL-Loc, PL-001A, PL-002A, PL-003A, PL-004A, PL-010A, PL-011** , it is recommended to: **Grant Conditionally**

Conditions

DEVELOPMENT TO COMMENCE WITHIN 2 YEARS

(1)The development hereby permitted shall be begun before the expiration of two years beginning from the date of this permission.

Reason:

To comply with Section 51 of the Planning & Compulsory Purchase Act 2004.

CONSTRUCTION MANAGEMENT PLAN

(2) Prior to the commencement of the development hereby approved, a detailed management plan for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the management plan.

Reason:

To protect the residential and general amenity of the area from any harmfully polluting effects during construction works and avoid conflict with Policy CS22 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PROVISION OF PARKING AREA

(3) Each parking space shown on the approved plans shall be constructed, drained, surfaced and made available for use before the unit of accommodation that it serves is first occupied and thereafter that space shall not 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 Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021)2007.

CYCLE STORAGE

(4) The secure area for storing cycles shown on the approved plan shall remain available for its intended purpose and shall not be used for any other purpose without the prior consent of the Local Planning Authority.

Reason:

To ensure that there are secure storage facilities available for occupiers of or visitors to the building. in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

CODE OF PRACTICE

(1) A copy of the Public Protection Service, Code of Practice for Construction and Demolition Sites is available from <http://www.plymouth.gov.uk/homepage/environmentandplanning/pollution/noise/construction.htm> or on request from the Environmental Protection and Monitoring Team.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be:the standard of accommodation and its impact on neighbouring property, visual amenity and the highway network, the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed development is acceptable and complies with (a) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and the Regional Spatial Strategy (until this is statutorily removed from the legislation) and (b) relevant Government Policy Statements and Government Circulars, as follows:

CS28 - Local Transport Consideration
CS33 - Community Benefits/Planning Obligation
CS34 - Planning Application Consideration
CS02 - Design
CS15 - Housing Provision