

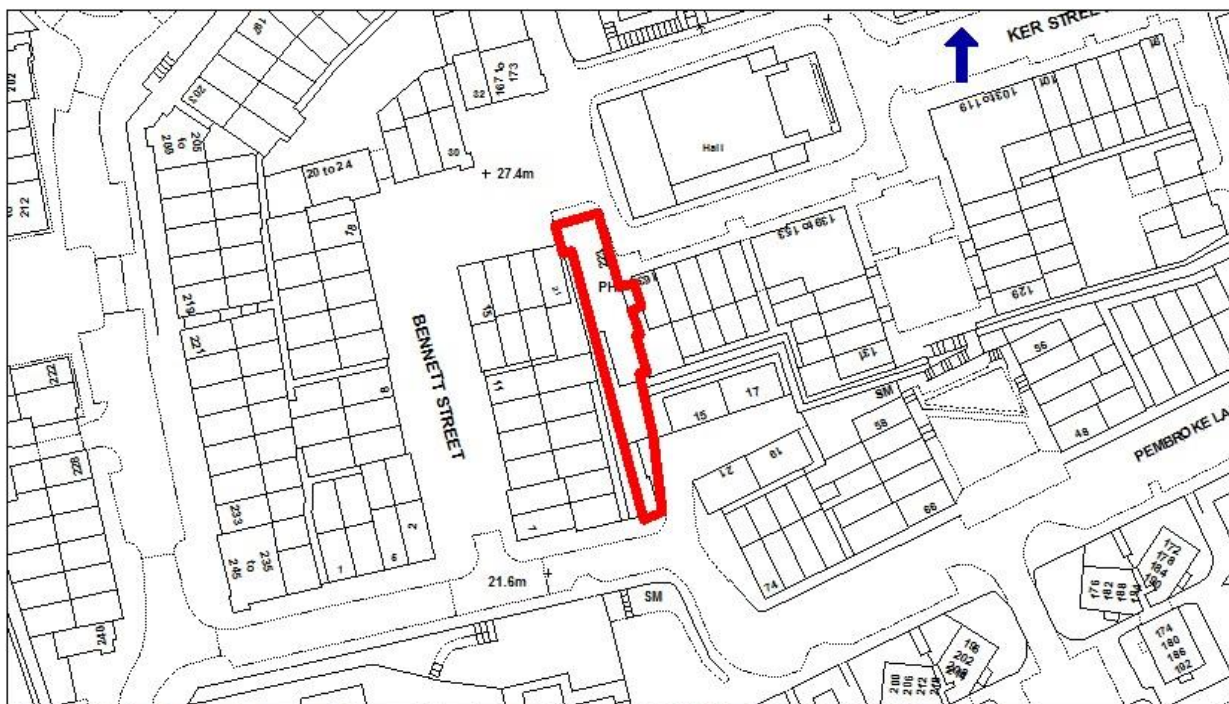
PLANNING APPLICATION REPORT



Application Number	16/00994/FUL	Item	02
Date Valid	26/05/2016	Ward	Devonport

Site Address	CROWN AND COLUMN, 223 KER STREET PLYMOUTH		
Proposal	Change of use, conversion and alteration of Public House and ancillary residential accommodation to 6 flats & associated car parking		
Applicant	Mr Phil Rump		
Application Type	Full Application		
Target Date	21/07/2016	Committee Date	Planning Committee: 01 September 2016
Decision Category	Member Referral		
Case Officer	Jon Fox		
Recommendation	Grant Conditionally		

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This application has been referred to the planning committee by Councillor Bill Stevens

1. Description of site

The site comprises the vacant and disused Crown and Column public house, which is situated in the Devonport Conservation Area and listed Grade 2. The site is long and relatively narrow and is sandwiched on the east and west sides by relatively new residential development in Bennett Street, Mount Street and Ker Street. The public house is four storeys high at the front, Ker Street, end of the site, dropping down to two storeys, then one, as the site slopes down from north to south. There is a raised beer garden at the rear of the building, and a narrow garden beyond that, which is separated from a small landscaped part of the site by an old wall.

The grade II listed Crown and Column Public House was designed as a public house by Foulston, the eminent architect, in association with the planned Civic Square for Devonport in the early 19th century. This design group of an eclectic mix of architectural styles consisted of the grade I listed Devonport Guildhall (in a Greek style), grade I listed Devonport Column (in a Roman style), the grade I listed Mechanics Institute (now known as Oddfellows Hall) (in Egyptian style), and the long time ago demolished chapel (in a Hindu style).

2. Proposal description

Change of use, conversion and alteration of Public House and ancillary residential accommodation to 6 flats & associated car parking.

3. Pre-application enquiry

None.

4. Relevant planning history

15/01500/FUL - Change of use, extensions, and conversion of public house and ancillary residential accommodation to seven flats and associated car parking. This application was withdrawn.

15/01502/LBC - Change of use, extensions and conversion of public house and ancillary residential accommodation to seven flats and associated car parking. This application was withdrawn.

5. Consultation responses

Local Highway Authority (HA)

The HA advise that, based upon the number and size of units proposed a total of 6 off-street car parking spaces would be required to serve the development (1 space per unit). With 4 off-street car parking spaces being proposed to serve the development (the Design and Access statement (DAS) incorrectly refers to there being 5 spaces), there would be a car parking shortfall of 2 spaces.

However the HA are not minded to recommend this application for refusal on the basis of this car parking shortfall as the previous use of the premises as a public house would have generated some on-street kerbside car parking due to the lack of dedicated off-road provision. It is highly likely that the public house would have generated on-street car parking for at least 2 vehicles, possibly more

and therefore it could be argued that the on-street situation would be no worse following the change of use of the public house into 6 flats.

As stated above the applicant has secured an area of land (and access to it) to provide 4 echelon car parking spaces. Appropriate signing will need to be provided to ensure that these spaces remain available for use by residents of the proposed flats and not by residents of adjoining properties. The HA add that the very end space closest to the junction is a little below the minimum length.

Despite the DAS suggesting otherwise the HA note from the drawings provided that some secure and covered cycle parking has been provided within the building. They recommend that this should be large enough to accommodate a minimum of 6 bicycles.

To conclude the HA would not wish to raise any highway objections to this application although they recommend that conditions be attached to any grant of consent relating to car parking and cycle parking provision.

Public Protection Service

Have no objections subject to conditions relating to land quality.

Housing Services (HS)

HS state that in respect of Flat 4, the means of escape from the bedroom in the event of a fire is through the kitchen area which is a higher risk area. The plans do not indicate if the bedroom window is suitable as an alternative means of escape. They also note that all rooms appear to be of a suitable size for double occupancy.

HS also provide advice on kitchen standards, bathroom and toilet requirements, health and safety, waste storage, heating, fire precautions, utilities and licensing of houses in multiple occupation. These aspects are not considered to be planning considerations. They observe that Flat 6 (at 2nd floor and attic room levels) has three double bedrooms and therefore has the potential to be used as a flat in multiple occupancy in its own right. However, the layout shown on the plans would not be in accordance with Housing standards as a HMO.

Police Architectural Liaison Officer

The Devon and Cornwall Police are not opposed to the granting of planning permission for this application. However, as there are only 4 parking spaces for 6 flats they recommend, to avoid conflict, that the applicant conveyances a parking space to a flat, i.e. the first four buyers are offered a space to purchase. A secure bollard can then be installed to reserve their particular space. Otherwise the police foresee conflict and non residents utilising these spaces.

The Devonport Neighbourhood Forum and the National Pub Heritage Group (CAMRA) were consulted, but no comments have been received.

6. Representations

Three letters were received, which raise objections on the following grounds:

- I. The street is already congested with parked cars. The proposed parking bays will lead to further congestion.

2. The proposed parking spaces would be tight. Drivers would have to use a part of Mount Street where other cars are parked. The end space would be particularly difficult. The neighbouring houses also require access.
3. Lack of parking; 4 spaces for 6 flats are inadequate, especially at school drop-off and pick-up times. Two spaces would be on-street where there is a lack of parking already. Manoeuvring into and out of Mount Street is difficult and adding two cars to an overcrowded area will negatively impact on residents' lives.
4. Loss of privacy from proposed patio, affecting dining/living room window.
5. The previous use of the premises as a public house may have generated some on-street kerbside car parking. However since the regeneration of residential housing the Public House has not been open and therefore since the regeneration the demand for parking in the area has increased dramatically.

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.

The development plan comprises of the Local Development Framework Core Strategy (Adopted April 2007). *In the case of this application, it also comprises the Devonport Area Action Plan.*

The development plan is currently being reviewed as part of the Plymouth Plan. The Plymouth Plan-Part One was approved by the City Council in September 2015. The Plan, which incorporates draft development plan policy, has been prepared following a consultation process. As such it is a material consideration for the purposes of planning decisions.

The policies contained in National Planning Policy Framework (the Framework) and guidance in National Planning Practice Guidance (NPPG) are also material considerations which should be taken into account in the determination of planning applications. Due weight should be given to relevant policies in existing and emerging plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Framework provides that the weight to be given to an emerging draft plan is also to be determined according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given). The Plymouth Plan is at a relatively early stage of preparation.
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given).

At the heart of the Framework is a presumption in favour of sustainable development. In the context of planning applications, this means approving development proposals that accord with the

development plan without delay but where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits; or
- Specific policies in the Framework indicate development should be restricted.

Additionally, the following planning documents are also material considerations in the determination of the application:

- *Sustainable Design Supplementary Planning Document*
- *Development Guidelines Supplementary Planning Document*

5 year housing supply:

When determining applications for residential development it is important to give consideration to housing supply.

Paragraph 47 of the NPPF stipulates that “to boost significantly the supply of housing, local planning authorities should...identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land”

Paragraph 49 of the NPPF states that “housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.”

For the reasons set out in the Authority’s Annual Monitoring Report (January 2016) Plymouth cannot demonstrate at present a deliverable 5 year land supply for the period 2016-21 against the housing requirement set out in the Core Strategy which was set prior to the economic downturn. Plymouth can however identify a net supply of some 4,163 dwellings which equates to a supply of 2.17 years when set against the housing requirement as determined by the requirements of the NPPF or 1.8 years supply when a 20% buffer is also applied.

The NPPF (footnote 11) also specifies that to be considered deliverable, a site must be:

- Available to develop now
- Suitable for residential development in terms of its location and sustainability; and
- Achievable, with a reasonable prospect that homes will be delivered on the site within five years and in particular that the development of the site is viable.

Paragraph 14 of the NPPF states “At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision taking...

For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted”

As Plymouth cannot demonstrate a 5 year supply when set against the housing requirement as determined by the requirements of the NPPF, the city’s housing supply policy should not be considered up-to-date. Paragraph 14 of the NPPF is therefore engaged and substantial weight must be accorded to the need for housing in the planning balance when determining housing applications

8. Analysis

8.1 This application has been considered in the context of the development plan, the draft Plymouth Plan, the Framework and other material policy documents as set out in Section 7. The development plan policies include CS01 (sustainable linked communities), CS02 (design), CS03 (historic environment), CS15 (housing provision), CS22 (pollution), CS28 (transport considerations) and CS34 (planning application considerations).

Is the development acceptable in principle?

8.2 The main issue in this respect is the loss of the purpose built public house. The adopted Development Guidelines Supplementary Planning Document states that key community infrastructure should be safeguarded. Policy CS01 (development of sustainable linked communities) also requires development to meet the needs of the neighbourhood. These guidelines also state that some non-residential buildings – such as public houses and social centres – may be unsuitable for residential conversion if they are the only one serving the local community. Against this the design and access statement accompanying the application states that in this case there are a number of alternative Public Houses in Devonport including The Beresford Arms on Cumberland Street and The Shakespeare Inn on Theatre Ope., and opining that both are better located to serve the wider community. The Devonport Sustainable Neighbourhood Assessment assessed places to meet and socialise for all ages and interest groups. Comments received in respect of this state that there a couple of pubs within Devonport. The neighbourhood assessment makes no specific comment on the options for the Council in this respect. It is not clear whether the Crown and Column is one of the two pubs referred, but it is assumed that this must be the case given the location of the pub within the heart of Devonport.

8.3 An estate agent tasked with selling the premises has confirmed that they were instructed to market the Crown and Column on 20/2/14 during which time they contacted 1,189 applicants registered with them. That process generated eight viewings and two offers both for alternative use. The estate agents state that a deal was agreed with the applicant on 29/5/14 subject to planning before completion on 15/6/16, during which time the pub remained on the market with no further interest.

8.4 The estate agents claim that as a business the Crown & Column saw a natural decline in trade over the last 10 years as various different parts of Devonport have been redeveloped. With the pub being a '100% wet lead', i.e. unlike newer generation pubs that have a strong food side to them, the area's redevelopment drove away the pubs traditional customer base as the demographic changed.

8.5 The demise of the pub is regrettable, especially as it was designed as a public house by the eminent architect, Foulston, as part of the Civic Square. However, it is understandable those times have changed and that there is not sufficient demand for a traditional pub to sustain one in this area. That is not to say that the premises couldn't, in theory, be remodelled to sell food as well as beer. However, the pub appears to be subsumed by all the recent residential redevelopment and has arguably lost its way to the point where perhaps it is better off being preserved by way of the proposed change of use.

8.6 On this issue it is noted that in the Devonport Conservation Area Assessment and Management Plan the pub building is identified as being a local building at risk/vacant building. On balance it is considered that the proposals are in accordance with policy CS01 (sustainable linked communities).

Is the design acceptable?

8.7 The proposals make only limited changes to the outside appearance of the building, most notably the elevation of the existing tenement roof, in order to provide headroom for one of the proposed units of accommodation. Otherwise a number of windows are being added, as well as the proposed balcony for flat 4 and the Juliet balcony for flat 3. The new windows on the front (northern elevation) are, in officers' opinion actually an improvement on what exists, i.e. the reopening of a blocked up window at first floor level.

8.8 In these respects the proposals are considered to be in accordance with policies CS02 (design), CS03 (historic environment) and CS34 (planning application considerations).

Does the proposal make sufficient provision for sustainability in terms of both the NPPF and the Council's own policies?

8.9 The main issues are the impact of the proposals on residential amenity and the amount of parking the development would generate, and whether this could be adequately accommodated off the street. As far as amenity is concerned, the main issue is the impact of the new build element of the proposals. In this respect the proposed balcony to flat 3 has been reduced to a Juliet balcony, which is not considered to unreasonably overlook the neighbours to the east. The patio and screen to flat 4 has also been reduced and, together with the side-screen, is considered to overcome potential overlooking of the nearest property in Mount Street. The new kitchen window is also obscure glazed to preserve neighbours' privacy. As such the proposals are considered to be in accordance with policies CS15 and CS34.

8.10 Otherwise it is noted that the raised flat roof, required to provide the new space for flat 3, would rise high above the garden of the neighbouring property (to the west). However, a strip of land runs down the side of the Crown and Column, which effectively separates the site from the neighbours, and which would reduce the impact of the extension to a point where it would not have an unreasonable impact on residential amenity.

8.11 On the parking issue, it is recognised that this is a concern for residents. The level of parking being provided is below the normal standard, i.e. four spaces instead of six. This shortfall is not considered to be harmful given that the public house would have generated on-street car parking for at least two vehicles. Therefore overall the proposals are considered unlikely to generate more on-street car parking than the pub did. However, it should be noted that the parking generated by the pub would not have lasted overnight, when residents' vehicles are likely to be contributing to a greater level of parking than takes place during the day. Nevertheless, pub car parking could have gone on until beyond 11pm, so evening parking would arguably be no worse in the future than it could have been in the past. One of the points, raised in the letters of representation, is that the regeneration of housing in the area has increased the demand for parking; the inference being that when the flats are occupied the amount of parking overall will be greater than it was before. However, the pub could open again at any time and generate on-street parking. The on-street parking generated by the proposed development is unlikely to be more than that generated by the pub, i.e. regardless of any increase in the amount of residents' parking following regeneration of the area. On this basis the proposals are not considered to conflict with policy CS28 (transport considerations).

8.12 With regard to the Housing Officer's comments, the issue of escape from fire is not a planning consideration. However, the agent has provided assurances that the window to flat 4 provides a means of escape that complies with the Building Regulations.

8.13 With regard to the potential use of the larger, upper-storey flat as a HMO, this unit includes three double bedrooms. This indicates that the unit could be occupied by six persons, i.e. three couples, which have the potential to generate more traffic than a single dwelling. It is therefore recommended that a condition be imposed that removes any right, in planning terms, for the unit to be used as a HMO.

8.14 Due to the need to accelerate housing delivery a 2 year consent rather than a 3 year consent has been secured by condition. This is in accordance with Strategic Objective 10(8) (Delivering Adequate Housing Supply) and paragraphs 10.34, 17.1 and 7.13 of the Core Strategy and Policy 46 of the Plymouth Plan.

Does the proposal make sufficient provision for climate change in terms of both the NPPF and the Council's own policies?

8.14 The proposals are not considered to have a negative impact on the environment in terms of increasing flood risk.

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 provisional Community Infrastructure Levy liability (CIL) for this development is £1841.51.

11. Planning Obligations

Planning obligations are not necessary in this case.

12. Equalities and Diversities

The proposed flats above ground floor level are not accessible to wheel-chair users. However, despite not improving equality of use the proposals are considered acceptable, especially as this proposal is for the conversion of an existing listed building.

13. Conclusions

Officers have taken account of the NPPF and S38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposal accords with policy and national guidance and specifically that the loss of the pub would not be harmful to the balance of uses in the area; it is also considered that residential amenity and highway safety and convenience would not be prejudiced. It is therefore recommended that planning permission be granted.

14. Recommendation

In respect of the application dated **26/05/2016** and the submitted drawings 01 (site survey), 001 (site block plan), 004 (existing floor plans), 006 (existing elevations), 008 (existing and proposed sections - as amended by 005/F and 007/D), 03 (existing context block plan), 001 I/A (demolition floor plans - as amended by 005/F and 007/D), 005/F (proposed floor plans), 007/D (proposed elevations), it is recommended to: **Grant Conditionally**

14. Conditions

CONDITION: 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 and in accordance with Core Strategy Objective 10(8) (Delivering Adequate Housing Supply) and Plymouth Plan Policy 46.

CONDITION: APPROVED PLANS

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: 01 (site survey), 001 (site block plan), 004 (existing floor plans), 006 (existing elevations), 008 (existing and proposed sections - as amended by 005/F and 007/D), 03 (existing context block plan), 001 I/A (demolition floor plans - as amended by 005/F and 007/D), 005/F (proposed floor plans dated August 2016), 007/D (proposed elevations)

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 61-66 of the National Planning Policy Framework 2012.

Pre-commencement Conditions

PRE-COMMENCEMENT: LAND QUALITY

(3) Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation shall not take place until sections 1 to 3 of this condition have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until section 4 of this condition has been complied with in relation to that contamination.

I. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

2. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must

ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

4. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 3.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 120 – 123 of the National Planning Policy Framework 2012. This pre-commencement condition is required to ensure that risks to health through contamination are properly considered and addressed before building works commence.

Pre-occupation Conditions

PRE-OCCUPATION: CAR PARKING PROVISION

(4) None of the flats hereby proposed shall be occupied until the car parking area shown on the approved plans which provides a minimum of 4 spaces has been drained, surfaced and signed in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and that area 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 Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and paragraph 32 of the National Planning Policy Framework 2012.

PRE-OCCUPATION: PROVISION OF CYCLE PARKING

(5) None of the flats hereby proposed shall be occupied until space has been laid out within the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority for a minimum of 6 bicycles to be securely parked. The secure area for storing bicycles 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:

In order to promote cycling as an alternative to the use of private cars in accordance with Policy CS28 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and paragraph 32 of the National Planning Policy Framework 2012.

Other Conditions

CONDITION: OBSCURE GLAZING

(6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any order revoking and re-enacting that Order or the 1995 Order with or without modification), the windows shown as obscured on the approved plans shall be fixed and obscured up to a minimum height of 1750mm above floor level. The said details shall be in accordance with details of the obscure glazing to be submitted to and approved in writing by the Local Planning Authority and shall be retained at all times.

Reason:

In order to protect the privacy enjoyed by the occupiers of the adjacent dwelling in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and paragraph 17 of the National Planning Policy Framework 2012.

CONDITION: NO USE OF FLAT ROOF AS AMENITY AREA

(7) The flat roof over flat 4 shall at no time be used as an amenity area and no parapet, railings, screen, fence or any other form of enclosure or other structure shall at any time be placed or erected on the said roof.

Reason:

In order to preserve the amenities of neighbours in accordance with Policies CS15, and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and paragraph 17 of the National Planning Policy Framework 2012.

CONDITION: RETENTION OF BOUNDARY WALL

(8) The stone boundary wall on the western side of the site shall at all times be retained at its current height and if at any time any part of the wall is removed or falls down it shall be replaced and rebuilt immediately in matching materials or other materials as agreed in writing with the Local Planning Authority.

Reason:

In order to preserve the privacy of neighbours and the character and appearance of the area, in accordance with policies CS15 and CS34 of the Core Strategy of Plymouth's Local Development Framework and paragraph 17 of the National Planning Policy Framework.

CONDITION: RESTRICTION ON USE OF FLAT AS HOUSE IN MULTIPLE OCCUPATION

(9) Flat 6 shall at no time be used as a house in multiple occupancy within Class C4 of the Town and Country Planning Uses Classes Order.

Reason:

The traffic generated by use of the unit as a house in multiple occupancy is likely to lead to occupiers or visitors parking on the public highway leading to 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 and paragraph 32 of the National Planning Policy Framework 2012.

Informatives

INFORMATIVE: CONDITIONAL APPROVAL (WITH NEGOTIATION)

(1) In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the Applicant and has negotiated amendments to the application to enable the grant of planning permission.

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

(2) 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.

INFORMATIVE: KERB LOWERING

(3) Before the access to the parking area hereby approved is first brought into use it will be necessary to secure dropped kerbs and footway crossings with the consent of the Local Highway Authority. The applicant should contact Plymouth Transport and Highways for the necessary approval. Precise details of all works within the public highway must be agreed with the Highway Authority.

INFORMATIVE: ALLOCATION OF PARKING SPACES

(4) As there are only four parking spaces for six flats it is recommended that, to avoid conflict, the applicant conveyances a parking space to a flat, i.e. the first four buyers are offered a space to purchase. A secure bollard can then be installed to reserve their particular space. Otherwise there is the potential for conflict and non-residents utilising these spaces.