

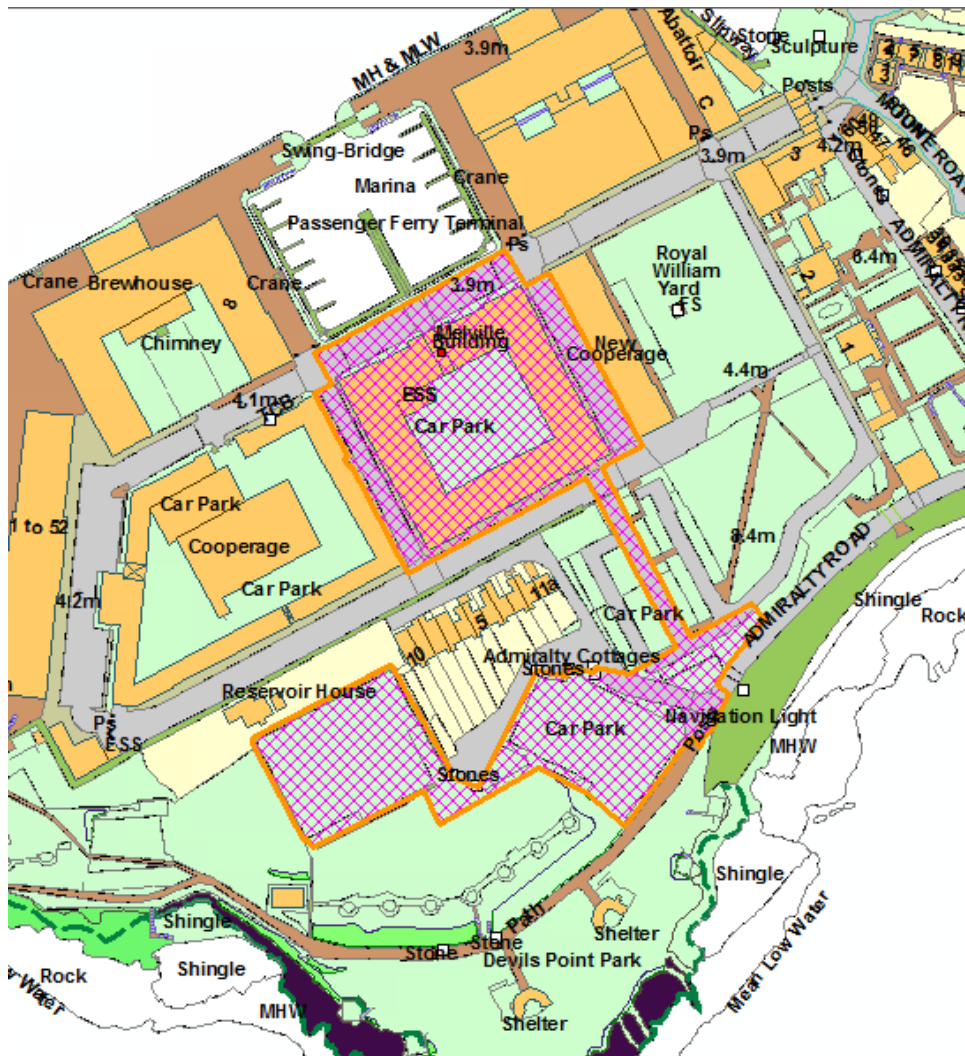
PLANNING APPLICATION REPORT



Application Number	16/01377/LBC
Date Valid	10.08.2016

Item	04
Ward	ST PETER AND THE WATERFRONT

Site Address	Melville Building, Royal William Yard Plymouth PL1 3RP		
Proposal	Internal & external alterations to Melville, removal of wall (Nursery Car Park) and parking in reservoir		
Applicant	Mr Adam Willetts		
Application Type	Listed Building Consent		
Target Date	28.02.2017	Committee Date	09.02.2017
Decision Category	Major - More than 5 Letters of Representation Received		
Case Officer	Miss Katie Graham		
Recommendation	Grant Conditionally		



I. Description of Site

The application site consists of a Grade I Listed Building, “Melville”, part of the nursery car park including a Grade II* boundary wall, Devils Point car park and the adjacent Grade II listed reservoir. These buildings are located in the destination Royal William Yard (RWY), sited within the Stonehouse Peninsula, which is also a designated Conservation Area.

Melville is located centrally within RWY fronting onto the basin. It was originally built as a general store and offices, and was largely complete by 1832. It is constructed from Plymouth limestone with granite trim and timber floors supported by cast iron columns. Melville is partly characterised by a central arched entrance with turret clock and dome above, and symmetrical built form. It is also characterised by a central courtyard, currently used for parking and a substation in the north west corner. There are also parking spaces surrounding the building. The building is currently vacant.

To the south east of Melville there is the existing nursery car park, providing 150 spaces. This is accessed from the main entrance to the Royal William Yard. There is a Grade II* boundary wall along the south and west boundary.

To the south is the existing Devil’s Point car park which provides 67 spaces. This is accessed from Admiralty Road. There is a SSSI located to the south of Devils point car park.

The Grade II listed reservoir is located to the south west of Melville. This is grassed and has two ramps which allows pedestrian access. The reservoir is located within a County Wildlife Site.

Admiralty Cottages are located to the north of the Devil's Point car park. These residential properties are accessed from Admiralty Road.

Reservoir House is sited adjacent to the north of the reservoir.

2. Proposal Description

This application is for internal and external alterations to Melville. These include:

- Alteration of windows to form doors around the courtyard
- New internal lobby doors on historic external loading bay doors
- New internal stair case and lift cores
- Remove secondary phase timber panelling
- Creation of new openings within rubble stone walls
- Raised acoustic floors
- Plant spaces
- North block inset roof terraces
- Creation of glazed routes

The application also includes the removal of a section of Grade II* wall (Nursery Car Park) and the provision of parking in the Grade II reservoir.

3. Pre-application enquiry

A scoping meeting was held (which addresses in principle comments only).

The key comments were: Support for hotel use, concern over residential unit size, retail use will need to be restricted and a retail impact assessment provided, further discussions are needed in relation to upgrading guarding the flood defences, changes to devils point parking not justified, concern to reservoir car parking due to potential heritage concern, but objection to loss of CWS and strategic greenspace. It was recommended that further pre-app was applied for but this was not pursued.

4. Relevant planning history

13/02320/FUL Change of use and conversion of building to form hotel with ancillary uses and associated works to building, courtyard and quarry Conditional Consent 27/02/2014

13/02321/LBC Repair works to building and alterations for conversion to hotel including works to courtyard and quarry Conditional Consent 27/02/2014

General:

10/00591/LBC - Replacement of defective limestone - Grant conditionally 11/06/2011

09/01247/LBC - Replacement of defective limestone - Granted conditionally 09/11/2009

00/00206/FUL - Change of use of the ground floor (south east wing) to form office/film archive areas - Grant Conditionally 26/04/2000

Relevant to proposal:

12/00868/FUL - The development of a new 150 parking space surface car park on the site of the Officers' walled garden, together with associated access and landscape screening works - Conditional Consent 24/09/12

13/01663/FUL - Retrospective change of use of parts of former public realm quay areas to continue use as outdoor seating areas for existing restaurants (use class A3) in Brewhouse and Mills Bakery buildings' - Conditional Consent 05/12/2013

5. Consultation responses

Historic England (HE):

Original Comments: The proposal includes alternative layouts which raises procedural issues. Overall the scheme is less interventionist than the previous application. No objection to the proposed reuse of the (Grade II listed) reservoir site as overflow car parking, which makes use of a discreet location for cars, provides a use for a disused heritage asset, and should have the beneficial effect of easing car parking problems within the yard area itself.

Updated comments: Applicant has addressed concerns by limiting the amount of subdivision, by retaining an open plan units on the ground floor and on the eastern side of the building. The hotel will result in compartmentalisation but the office will retain the open plan element. The previously approved bridge has been omitted. "the modest level of harm to the significance of the building incurred through the subdivision associated with hotel use is firmly outweighed by the heritage benefits of bringing this Grade I listed building back into active beneficial use". This is in compliance with para 15 of the NPPG. The latest amendments have minimised the harm to the significance of the listed building, and that these proposals therefore represent the building's optimum viable use.

Associated with the conversion of the Melville building is a proposal to use an existing drained reservoir as overflow car parking for the Royal William Yard. The reservoir is a Grade II listed structure, originally designed to provide fresh water for shipping vessels. Disused for many years, turf currently covers the originally cobbled surface and it is informally used for public recreation. In heritage terms the reuse of the reservoir for car parking has little physical impact, and indeed the sunken nature of the reservoir will minimise the visual impact of car

parking on the setting of various nearby heritage assets. Suggest that a planning condition restricting the opening of the proposed car park to busier periods at the Royal William Yard could strike an appropriate balance between continued enjoyment and appreciation of the Western King Park and the need for the yard to provide adequate parking provision to sustain its operations.

It is proposed to create a vehicular access from the existing “nursery” car park through the Grade II listed perimeter wall of the Royal William Yard. Part of the existing Devil’s Point car park would be grassed over to create a pedestrian route from the new aperture in the boundary wall to Western King Park. We feel these proposed arrangements have been handled with care and skill; the new opening in the wall is as small an intervention as possible and the landscaping arrangements to Devil’s Point Car Park will enhance the setting of the various heritage assets surrounding.

Updated comments on later revisions for car park layout: Do not wish to offer any further comments.

Historic Environment Officer:

Ground Floor: The indicative proposals for retail / restaurant use are acceptable, and the removal of the electricity sub-station will be a great improvement to the courtyard space.

The proposed use of the sets of opposing double doors to form glazed routes through the building is welcomed to improve permeability and create internal shop fronts. They will be quite heavy louvres throughout these passages as they will hide the tops of the columns. Lighting in these areas will be particularly important to draw people through the building.

Original flagstones should be left in-situ if possible, or if patchy, potentially lifted and used as the floor surface for the glazed routes.

The subdivision of the ground floor should be kept to a minimum to preserve the open character of the spaces. The stairs in each corner of the internal courtyard are to become service cores with lifts, with one new one being inserted, which minimises the intrusion for these elements within the rest of the space. The principle of lowering the ground floor window cills (facing into the courtyard) to create doors is acceptable, but thought should be given to whether they all need to be dropped and turned into doors, as shown on the plan, as this will mean some units will have a number of doors.

Details of the surface for the courtyard / events space will also be required.

First and Second Floors: The proposals show the entire left side of the building over both floors being heavily sub-divided to create the hotel. The principle of heavily sub-dividing half of the building is likely to be acceptable, subject to further details, although careful thought will be required in terms of fire, sound insulation, thermal insulation and the installation of services. The proposed roof terraces are also shown either side of the clock tower, it is unclear who would have access.

The right side of the building over both floors is proposed to be office space which has the advantage of being far more open plan and requiring considerably less sub-division and so preserving the character of the large open spaces. These partitions between the offices should be quite light weight to maintain this sense of space.

Having both a hotel and residential accommodation would substantially harm the character of the building by overly sub-dividing all the large open spaces which give this Grade I listed building its distinctive character.

The principles are acceptable and will overall cause less than substantial harm to this Grade I building at risk.

Devil's Point Car Parking Scheme: The 6m wide opening in the Grade II* listed wall is still proposed but without the addition of a further pedestrian opening as well, and the wall above the opening will also be retained. Details of this will be required along with details of the ramp to be created within the Nursery car park up to the new opening.

It is proposed that the Grade II listed reservoir will become a 95 space over flow car park. This is a good use for a semi-derelict former reservoir as it will refurbish it and give the structure a new long-term use. Further details of the works / repairs to the reservoir will be required but this could be conditioned or provided in the form of a schedule of works.

Overall the proposed works to the car parks will be beneficial and will enhance and improve the area around Devil's Point and Admiralty Cottages as well as the Grade II listed former reservoir.

6. Representations

354 Letters of representation objecting on the following grounds:

Melville

- Lacks vision as previous application

Devil's Point and Reservoir

- Removal of listed wall
- Reservoir is not an unused historic monument so refurbishing but removing its value to community is inappropriate
- Contrary to NPPF in respect of historic environment and protection of local green space

- There has been no assessment of the significance and harm to the reservoir in heritage terms contrary to NPPF para 132
- Historical site which needs to be respected, a car park will not respect this.
- Historic military use and land mark for Plymouth
- Remain as green space
- Area is a Conservation Area and should be respected
- Reservoir only one of two in the country
- Regeneration should take account of heritage
- Car park in a Conservation Area not acceptable
- Impact on listed reservoir house

Non-material comments

Comments were also made relating to wider planning issues which are noted in 16/01376/FUL.

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 Millbay & Stonehouse 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
- Planning Obligations & Affordable Housing 2nd Review Supplementary Planning Document
- Stonehouse Peninsula Conservation Area Appraisal and Management Plan

8. Analysis

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 primary consideration is the Planning (Listed Buildings and Conservation Areas) Act 1990 where the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

2. This application accompanies a full planning application (16/01376/FUL).

3. The main considerations with this application for listed building consent are the impact character and appearance of the listed buildings and the setting of the listed buildings, in accordance with Policy CS03 of the Adopted Core Strategy and the NPPF. In addition, the principle of enabling development to secure the viable use of a listed building is a key consideration.

4. Core Strategy Policy CS03 states:-

‘The Council will safeguard and where possible enhance historic environment interests and the character and setting of areas of acknowledged importance, including scheduled

ancient monuments, listed buildings (both statutory and locally listed), registered parks and gardens, conservation areas and archaeological remains.'

5. Significance of Melville in the context of Royal William Yard

The Royal William Yard was designed by Sir John Rennie as a victualing yard for the Royal Navy, specifically for use as a factory and supply depot. The complex of buildings form an important part of Plymouth's heritage and is considered to be significant at a national scale. Melville is stated to be one of the grandest buildings within this significant site.

6. Melville is a Grade I Listed Building which is on the Heritage At Risk register. It has received some repairs from the South West Regional Development Agency (SWRDA) in the past, however a significant amount of repair work remains outstanding.

7. Impact on the fabric and character of the listed building

The proposal includes a variety of repairs and alterations to the listed building. Many of the conservation principles for repair have been established through the previous conversions at Royal William Yard, and also through the Conservation Plan (2007). The submission in some cases presents options for the repair, to be determined as the works are progressed. It is considered that these options of repair can be determined through condition. The key areas of works are described below.

8. Melville Building Alterations

In order to facilitate the conversion, a number of alterations are proposed to the building. These alterations include:

- Alteration of windows to form doors around the courtyard
- New internal lobby doors on historic external loading bay doors
- New internal stair case and lift cores
- Remove secondary phase timber panelling
- Creation of new openings within rubble stone walls
- Raised acoustic floors
- Plant spaces
- North block inset roof terraces

9. The key consideration is the impact upon the character and appearance of the listed building and the setting of the adjacent listed buildings, in accordance with Policy CS03 Historic Environment of the Adopted Core Strategy and the NPPF. In addition, the principle of enabling development to secure the viable use of a listed building is a key consideration.

10. Amended Plans and Subdivision

The application was originally submitted showing different options for the internal layout of the building. Historic England (HE) had concerns with this approach, as this had the potential to lead to a more intensive subdivision of the building. The application was 'amended' through confirming one set of layout plans. This shows the ground floor split into

commercial units, and the first and second floor split vertically, with one half of the building proposed as hotel, and the other half as office/commercial. This has addressed HE's concerns and their comments now note support for the application. This layout also means the glazed bridge is no longer required, which has reduced the impact to the listed building.

11. Roof Terraces

Two roof terraces are proposed to the north and south of the clock tower. The current scheme proposes the roof terraces set down below a parapet wall, to a level which would mean they would not be visible from the front elevation, and only partially visible from the rear elevation set behind an overhanging roof plane. It should also be noted that roof terraces have been approved and implemented elsewhere in Royal William Yard. Given the reduced visual impact, there is no objection to the roof terraces. In addition these formed part of the previously approved scheme.

12. Alteration of windows to form doors around the courtyard

Twenty two windows are proposed to be formed into doors around the central courtyard. Existing door openings are proposed to be retained. This alteration has been previously carried out in the Brewhouse and Mills Bakery. It is proposed that the window openings are extended to create the door openings, with cor-ten steel lining the new openings. These openings will allow for the commercial units to create active frontages onto the courtyard, which has been successful previously. It is accepted that these are necessary to allow for the greatest opportunity for sustained viable units.

13. Creation of glazed routes

Three glazed routes are proposed, one in each elevation, with the exception of the north elevation which has the existing open archway. This will allow for links through the building, improving upon the existing, and providing links to and from the Cooperage buildings. This will also create a frontage for the commercial units and help to improve their viability.

14. Courtyard

The application proposes less intervention within the courtyard than the previously approved scheme (which included a swimming pool). The substation which currently takes up a large part of the courtyard is proposed to be removed, which will improve the character and appearance of the listed building and is therefore consistent with the NPPF and Core Strategy Policy CS03.

15. Works and repairs to roof

The slate roof will require repair, and a condition will be recommended to agree the specification and type of slate proposed for repair.

16. The existing copper roof has previously been covered by asphalt due to leaks and requires repair. Options are proposed for the repair of this part of the roof, replacement

with copper or replacement with single ply membrane.

17. Other works of repair and installation to the roof include works to sarking boards, lead gutter linings, lead flashings, a new access point to the roof, new service vents.

18. Other works of repair and alteration

There a variety of windows within the building each with a different repair scheme. The overall proposal is to retain and repair all windows.

19. There will be the installation of louvers in one part of the building, and as previously carried out in the Royal William Yard the glazing is removed and a metal louvre placed inside.

20. The doors are largely proposed to be retained and repaired with the retention of the existing finishes. The characterful loading bay doors and frames are proposed to be refurbished, weather sealed and re-hung in their current positions. In addition, new galvanized metal balustrades will be installed to first floor loading bay doors allowing the doors to be opened inwards creating an internal balcony.

21. The application includes an external stone work repair schedule.

22. Internally, the existing flagstone floor will be retained in communal areas and removed to be re-used elsewhere.

23. At the first and second floor there are new raised floors to allow for acoustic and fire separation, as well as provision for under floor services.

24. The interior walls are proposed to be cleaned and limewashed, the timber panelling to be repainted and fireplaces to be retained and refurbished as features within the rooms.

25. Also proposed is the removal of non-historic/modern partitions and doors and lift.

26. Modest repairs are proposed to the existing granite and timber stairs.

27. The original cast iron columns/timber beams and cast iron roof are all proposed for retention.

28. Historic England have referenced para 15 of the NPPG which states that harmful development may sometimes be justified in the interests of realising the optimum viable use of an asset, notwithstanding the loss of significance caused provided the harm is minimised. Overall, it is considered that the character of the listed building will be safeguarded in accordance with Core Strategy Policy CS03. There will be some loss of significance through the alterations, however great weight is given the assets conservation, and finding a viable use for this Heritage Building at risk.

29. Removal of Nursery Car Park Wall

The access to Devil's Point includes the removal of a 7.8m section of Grade II* listed wall. A section has been submitted which shows that the access will be created by making an opening in the wall, with the top section of wall retained. It is proposed to finish the opening with a cor-ten steel which is consistent with other interventions within the RWY. Historic England have commented that they consider the new opening in the wall is as small an intervention as possible and the landscaping arrangements to Devil's Point Car Park will enhance the setting of the various heritage assets surrounding. The NPPF states (para 134): "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use." Taking into account Historic England's comments, it is considered that the removal of a section of wall, to allow for the connection of Devil's Point and RWY, will allow for better links between the sites and the provision of more parking which will support the future of both RWY and Devil's Point. In addition, the improvement of the landscape of the area is considered to improve the setting of the listed wall.

30. Reservoir car parking

The existing reservoir is proposed to be used for overflow parking. The existing access ramps are proposed to be used for vehicular and pedestrian access. These are proposed to be resurfaced with the buff tarmac as used in the nursery car park. The reservoir itself will be renovated, revealing and using the original granite setts surface and repairing the railings.

31. The reservoir itself is Grade II listed. The renovation of the railings and exposing the original surface treatment is considered to enhance the character and appearance of the listed structure. In addition, by revealing the original structure this will better reveal the significance of the reservoir, in accordance with para 135 of the NPPF.

32. Historic England have not objected to the use of the reservoir for parking and have commented "it makes use of a discreet location for cars, provides a use for a disused heritage asset, and should have the beneficial effect of easing car parking problems within the yard area itself."

33. Whilst Historic England have suggested that the use of reservoir be restricted, the location of the reservoir, through the RWY, nursery car park and Devil's Point car park, will mean it is likely to be the last area of parking used.

34. It is also considered that there is an overall reduction in harm to heritage, through the removal of parking in Melville (Grade I). Overall, it is considered that there will be less than substantial harm to the reservoir heritage asset, which means para 134 of the NPPF is relevant. This harm, when weighed against the benefit of securing parking which will contribute towards the viability of the RWY as a whole is not considered significant to warrant refusal.

35. Conservation Area

The Conservation Area Appraisal and Management Plan (CAAMP) for Stonehouse Peninsula and specifically Western Kings notes the area requires enhancement and it is

considered that this proposal with the benefit of the landscape enhancements will help to address this current issue. It goes on to state that opportunities will be taken to reduce any adverse impacts of existing parking provision. It is considered that the improvement to Devil's Point is such an opportunity. The CAAMP also notes the reservoir historic boundary walls, and the proposal includes the enhancement of the railings around the reservoir. Principle 5 of the CAAMP advises that prominent insensitive parking provision will not normally be acceptable. It is considered that the provision of parking within the reservoir reduces the impact of the parking to the wider Conservation Area. The conversion of Melville will also enhance the Conservation Area through the repair and enhanced appearance of the listed building.

Overall the proposal is considered to preserve (reservoir) and enhance (Devil's Point and RWY) the character and appearance of the Conservation Area and in accordance with Core Strategy Policy CS03.

36. Overall, the following statement from Historic England summarises the application and the positive recommendation.

“Historic England supports these proposals, which will bring a sustainable new use to the Grade I Listed Melville Building and ongoing benefits to the wider historic estate the Royal William Yard. The Melville Building is the centrepiece of the yard but has remained on our register of Heritage at Risk for many years as attempts to provide a sustainable future for it have foundered. These proposals represent an opportunity to put in place one of the last pieces of a Royal William Yard regeneration jigsaw, and move towards completing one of the finest pieces of heritage-led urban regeneration in the South West.”

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

These are considered with the accompanying application I6/01376/FUL.

11. Planning Obligations

There are no planning obligations associated with this listed building application and these are considered with the accompanying application I6/01376/FUL.

12. Equalities and Diversities

These are considered with the accompanying application I6/01376/FUL.

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 Core Strategy CS03.

This application has been considered in the context of the Council's adopted planning policy in the form of the Local Development Framework-Core Strategy 2007 and is

considered to be compliant with National Planning Policy Framework guidance. This proposal will bring a building at risk back into a viable use and much needed repair works. As noted by Historic England, this will contribute significantly to the vitality of Royal William Yard, being one of the last buildings to be brought into use, and arguably the most significant building within the RWY. The removal of part of a listed wall is considered justified, and the use of the reservoir for parking is considered to better reveal the significance of this listed structure. These works relate to the provision of parking to serve RWY and therefore contribute to the long term viability of the RWY, including Melville.

14. Recommendation

In respect of the application dated **10.08.2016** and the submitted drawings it is recommended to **Grant Conditionally**

15. Conditions

1) **CONDITION: TIME LIMIT COMMENCEMENT**

The works hereby permitted shall be begun before the expiration of three years from the date of this consent.

Reason:

To comply with Section 18 of the Planning (Listed Building and Conservation Areas) Act 1990.

2) **CONDITION: APPROVED PLANS**

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

I 103 GA 001 PLI Site Location Plan
I 103-GA-010 rev A Proposed ground floor plan
I 103-GA-011 rev A Proposed first floor plan
I 103-GA-012 rev A Proposed second floor plan
I 103-GA-013 rev A Proposed roof plan
I 103-GA-024 rev A Indicative layout ground
I 103-GA-025 rev A Indicative layout first
I 103-GA-026 rev A Indicative layout second
I 103-GA-030 PLI Proposed north elevation
I 103-GA-031 PLI Proposed east elevation
I 103-GA-032 PLI Proposed south elevation
I 103-GA-033 PLI Proposed west elevation
I 103-GA-034 PLI Proposed inner north range
I 103-GA-035 PLI Proposed inner east range
I 103-GA-036 PLI Proposed inner south range
I 103-GA-037 PLI Proposed inner west range
I 103-GA-040 PLI Proposed Section AA
I 103-GA-041 PLI Proposed Section BB
I 103-GA-042 PLI Proposed Section CC
I 103-GA-043 PLI Proposed Section DD
I 103-GA-04 PLI Proposed Section EE
I 103-GA-045 PLI Proposed Section FF
I 103-GA-080 PLI External Repairs- North Elevation
I 103-GA-081 PLI External Repairs- East Elevation
I 103-GA-082 PLI External Repairs- South Elevation

I 103-GA-083 PLI External Repairs West Elevation
I 103-GA-084 PLI External Repairs Inner Courtyard 1
I 103-GA-085 PLI External Repairs Inner Courtyard 2
I 103-GA-210 Rev H Devils Point Proposed Plan
I 103-SCH-100 PLI Historic Fabric Treatments- Ground 1
I 103-SCH-101 PLI Historic Fabric Treatments- Ground 2
I 103-SCH-102 PLI Historic Fabric Treatments- First 1
I 103-SCH-103 PLI Historic Fabric Treatments- First 2
I 103-SCH-104 PLI Historic Fabric Treatments- Second 1
I 103-SCH-105 PLI Historic Fabric Treatments- Second 2
I 103-SCH-106 PLI Repairs and Alteration Schedule- Ground
I 103-SCH-107 PLI Repairs and Alteration Schedule- First
I 103-SCH-108 PLI Repairs and Alteration Schedule- Second
I 103-SCH-109 PLI Repairs and Alteration Schedule- Roof
I 103-C-020 PLI Typical loading bay door (frameless)
I 103-C-021 PLI Typical loading bay door (metal frame)
I 103-C-022 PLI Typical loading bay door section
I 103-C-023 PLI Typical louvred window to plant
I 103-C-025 PLI Loading bay door railings
I 103-C-026 PLI Public Routes Plan & Section 1
I 103-C-027 PLI Public Routes Section 2 & Details
I 103-C-030 PLI New Core 4 staircase plan
I 103-C-030 PLI New Core 4 staircase section
I 103-C-033 PLI Clocktower staircase
I 103-A-001 PLI Typical partition details
I 103-A-002 PLI Ceiling Type A
I 103-A-003 PLI Ceiling Type B
I 103-A-011 PLI Junction to existing/acoustic floors
I 103-A-050 PLI Typical parapet detail (slate finish)
I 103-A-051 PLI Typical new insulated roof detail
I 103-A-052 PLI Typical Louvred Plenum Details
I 103-A-054 PLI Roof lantern details
I 103-A-070 PLI Typical new openings to internal stone walls
I 103-A-071 PLI Enlarged openings to courtyard
I 103-A-074 PLI Roof Terrace Details

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.

3)CONDITION: PRE-COMMENCEMENT: ARCHAEOLOGY MONITORING

CONDITION: No works shall commence at either Melville or Devil's Point/Reservoir until a detailed proposal for the archaeological monitoring of any below ground excavations relating to either Melville or Devil's Point/Reservoir has been submitted to, and approved in writing by, the Local Planning Authority. All works shall be carried out in strict accordance with the agreed details.

Reason:

To ensure that historic evidence is appropriately recorded, and that the proposed works do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006- 2021) 2007

Pre Commencement Justification : To ensure that important historic features are properly protected / respected before construction commences.

4) **CONDITION: PRE-COMMENCEMENT: RECORDING OF FEATURES**

CONDITION: (4) No works shall take place until the applicant, or their agent or successor in title, has secured the implementation of a programme of recording of features that will be destroyed or damaged in the course of the works to which this consent relates, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that a record of such features is made and kept available for inspection, in accordance with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 131, 132 and 133 of the National Planning Policy Framework 2012.

Pre Commencement Justification : To ensure that important historic features are properly protected / respected before construction commences.

5) **CONDITION: PRE COMMENCEMENT PHASED DOORS AND WINDOW**

CONDITION: (5) No works shall take place to any door or windows until details of the proposed works to the doors and windows (including conversion of windows into new door openings and new window or door openings) have been submitted to and approved in writing by the Local Planning Authority. The said details shall include the repair/ reinstatement designs, materials and methodology. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006- 2021) 2007, and paragraphs 131, 132 and 133 of the National Planning Policy Framework 2012.

Pre Commencement Justification : To ensure that important historic features are properly protected / respected before construction commences.

6) **CONDITION: PRE COMMENCEMENT PHASED MASONRY REPAIRS**

CONDITION: (6) No works to the masonry shall take place until a schedule of all repairs to the masonry, including the stairwells, has been submitted to and approved in writing by the Local Planning Authority. This shall include details of mortars, plasters and renders. The works shall be carried out strictly in accordance with the approved schedule.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006- 2021) 2007, and paragraphs 131, 132 and 133 of the National Planning Policy Framework 2012.

Pre Commencement Justification : To ensure that important historic features are

properly protected / respected before construction commences.

7) **CONDITION: PRE COMMENCEMENT PHASED DRAINAGE, SERVICING, VENTILATION, LIGHTING**

CONDITION: (7) No works to the drainage, servicing, ventilation, lighting, or core areas shall take place until details of the proposed drainage, servicing, ventilation, lighting, core areas including lifts and other plant have been submitted to and approved in writing by the Local Planning Authority. The said details shall include the location, design, materials and finishes to be used. The works shall be carried out strictly in accordance with the approved details.

Reason: To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006- 2021) 2007, and paragraphs 131, 132 and 133 of the National Planning Policy Framework 2012.

Pre Commencement Justification : To ensure that important historic features are properly protected / respected before construction commences.

8) **CONDITION: PRE COMMENCEMENT PHASED ROOF REPAIRS AND WORKS**

CONDITION: (8) No works shall take place to the roof until a schedule of works for roof repairs (including slate samples), repair/ replacement of rainwater goods, lead work, gulleys and internal downpipes, materials, insulation and positioning have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006- 2021) 2007, and paragraphs 131, 132 and 133 of the National Planning Policy Framework 2012.

Pre Commencement Justification : To ensure that important historic features are properly protected / respected before construction commences.

9) **CONDITION: PRE COMMENCEMENT ROOF LANTERN**

CONDITION: (9) No works shall take place to the roof lantern until details of the proposed works to roof lantern have been submitted to and approved in writing by the Local Planning Authority. The said details shall include the repair/ reinstatement designs, materials and methodology. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006- 2021) 2007, and paragraphs 131, 132 and 133 of the National Planning Policy Framework 2012.

Pre Commencement Justification : To ensure that important historic features are properly protected / respected before construction commences.

10) **CONDITION: PRE COMMENCEMENT PHASED DETAILS ROOF TERRACE**

CONDITION: (10) Notwithstanding the details as shown on the approved plan, prior to construction of the roof terrace , details of the roof terrace including structural details, materials and drainage, have been submitted to and approved in writing by the Local Planning Authority. The said details shall include the repair/ reinstatement designs, materials and methodology. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, and paragraphs 131, 132 and 133 of the National Planning Policy Framework 2012.

Pre Commencement Justification : To ensure that important historic features are properly protected / respected before construction commences.

11) **CONDITION: PRE COMMENCEMENT PHASED PARTITIONS**

CONDITION: (11) No works of subdivision shall take place until details of the proposed partition walls have been submitted to and approved in writing by the Local Planning Authority. The said details shall include the abutment details to the panelling. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006- 2021) 2007, and paragraphs 131, 132 and 133 of the National Planning Policy Framework 2012.

Pre Commencement Justification : To ensure that important historic features are properly protected / respected before construction commences.

12) **CONDITION: PRE COMMENCEMENT PHASED INTERNAL FINISHES**

CONDITION: (12) No works to the internal walls shall take place until a schedule of mixes for all mortars, plasters, renders, paint lime wash or other internal finish to be used has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved schedule.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006- 2021) 2007, and paragraphs 131, 132 and 133 of the National Planning Policy Framework 2012.

Pre Commencement Justification : To ensure that important historic features are

properly protected / respected before construction commences.

13) PRE COMMENCEMENT DETAILS OF THE PROPOSED COURTYARD

CONDITION: (13) No works to the courtyard shall commence until details of the proposed surface finishes to the courtyard, including the reuse of historic setts if recovered, (ref. EI Planning Statement) have been submitted to, and approved in writing by, the Local Planning Authority. All works shall be carried out in strict accordance with the agreed details.

Reason:

To ensure the appropriateness of the proposed works and that these do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

Pre Commencement Justification : To ensure that important historic features are properly protected / respected before construction commences.

14) CONDITION: HOT WORKING

CONDITION: (14) Due to the potential risk of fire during roof construction works, the 'hot working' for the roof repairs shall be carried out solely in the mornings, and then closely monitored for any smouldering etc during each afternoon following this work, to ensure any required intervention then takes place to safeguard the building.

Reason:

In order to preserve the building or its setting or any features of special architectural or historic interest which it possesses in accordance with sections 16 & 17 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and in accordance with advice set out in paragraphs 132 - 134 of the National Planning Policy Framework 2012.

Informatives

1) INFORMATIVE: FIRE PREVENTION

INFORMATIVE: (1) In association with condition 14 above, whilst any hot works to the roof are in progress, the applicant is to put in place fire prevention and fire-fighting measures at all times. Fire extinguishers should also be put in place on the areas of work at roof level/s and all other floor levels of the Melville building. In addition mobile telephone communication should be available for operatives for calling the Fire Brigade in the event of a fire.