

# PLANNING APPLICATION OFFICERS REPORT



<b>Application Number</b>	17/00760/FUL	<b>Item</b>	<b>02</b>
<b>Date Valid</b>	24.05.2017	<b>Ward</b>	DRAKE
<b>Site Address</b>	Sherwell House 30 North Hill Plymouth PL4 8ET		
<b>Proposal</b>	Erection of building containing 7 Houses of Multiple Occupation (HMOs) (Class C4 and Sui Generis) and 7 flats (Class C3) and associated bike & bin storage (demolition of existing coach house)		
<b>Applicant</b>	Mr Bryce and Mr Rosson		
<b>Application Type</b>	Full Application		
<b>Target Date</b>	<b>23.08.2017</b>	<b>Committee Date</b>	<b>24.08.2017</b>
<b>Extended Target Date</b>	<b>08.09.2017</b>		
<b>Decision Category</b>	Member referral		
<b>Case Officer</b>	Mr Chris King		
<b>Recommendation</b>	Grant Subject to S106 Obligation with delegated authority to Assistant Director for Strategic Planning & Infrastructure to refuse if timescales are not met		



This application has been referred to Planning Committee by Cllr Steven Ricketts

## **1. Description of Site**

The application site is situated just north of the City Centre along North Hill and is close to the University of Plymouth campus and the recently enhanced Drakes Place and reservoir. North Hill forms part of the A386, a principle thoroughfare from the City Centre leading north towards Mutley Plain District Centre. Sherwell House has frontages with Armada Street to the north, North Hill to the west and Marlborough Road to the south. The site is relatively level, but sits approximately 1 storey above Marlborough Rd due to the north to south slope of North Hill.

Sherwell House itself dates back to 1874 as a temporary girls' school. From 1893 to 1894 it is shown to have been redeveloped with the historic Sherwell House and grounds having been demolished and rebuilt within the application area possibly as a purpose built language school and substantial private residence including a coach house. Over the last two decades the Sherwell House has been used as an office for a variety of firms, and in more recent times the building and coach house have been converted into eleven 1, 2 and 3 bedroom residential flats (Use Class C3).

The area is characterised as a mixed use area including professional offices shops, restaurants, bars and takeaways however the predominate use in the area is residential including C3 Dwellings and C4/Sui Generis Houses of Multiple Occupations and student flats.

## **2. Proposal Description**

Originally the planning application proposed eleven flats comprising of five HMO Flats (Class C4/Sui Generis) and six 2 bed flats (Class C3). This equated to 48 bed spaces in total (36 as HMOS)

Following amendments to the scheme, the planning application now proposes the demolition of the existing coach house for the erection of two new buildings containing 7 Houses of Multiple Occupation (HMO) (Class C4 and Sui Generis) and 7 flats (Class C3) and associated bike & bin storage and an ancillary office. This is an increase in the number of HMO units however the change has resulted in a net loss of 3 bed spaces over the whole development and now providing 45 bed spaces (31 as HMOs) due to the removal of the 8 bed HMOs.

The larger of the two buildings is attached to the southern elevation of Sherwell House, fronting Marlborough Road and is comprises of the following accommodation schedule.

### Lower Ground Floor

6 Bed HMO Flat – 129m<sup>2</sup>

### Upper Ground Floor

6 Bed HMO Flat – 136m<sup>2</sup>

Ancillary Accommodation Management Office – 43m<sup>2</sup>

### First Floor

4 Bed HMO Flat – 116m<sup>2</sup>

3 Bed HMO Flat – 73m<sup>2</sup>

### Second Floor

4 Bed HMO Flat – 116m<sup>2</sup>

3 Bed HMO Flat – 73m<sup>2</sup>

### Third Floor

5 Bed HMO Flat – 130m<sup>2</sup>

2 Bed Flat – 56m<sup>2</sup>

The smaller of the two buildings is attached to the east elevation of Sherwell House, fronting Armada Street and is comprises of the following accommodation schedule.

#### Ground Floor

Bike Store and Bin Store

#### First Floor

2 Bed Flat – 56m<sup>2</sup>

2 Bed Flat – 56m<sup>2</sup>

#### Second Floor

2 Bed Flat – 56m<sup>2</sup>

2 Bed Flat – 56m<sup>2</sup>

#### Third Floor

2 Bed Flat – 56m<sup>2</sup>

2 Bed Flat – 56m<sup>2</sup>

### **3. Pre-application enquiry**

A Pre-application enquiry (16/01307/MAJ) was submitted with respect to this application to consider the principle of the development and agree an appropriate design and layout for the scheme.

### **4. Relevant planning history**

15/01881/GPD - Change of use from B1 office to C3 residential (11 dwellings) – Prior approval not required

05/00798/FUL - Change of use to language school (Class D1) - Permitted

04/02294/FUL - Change of use of ground and first floor of main building and ground floor of annexe to child nursery (Use Class D1) – Refused

### **5. Consultation responses**

Housing Delivery Officer – No Objections to the proposal, supporting the housing mix in this area. Further information required with respect to Part M4(2)

Lead Local Flood Authority – No Objections subject to the submission of suitable drainage details to be reserved by conditions

Local Highways Authority - No Objections subject to Conditions

Low Carbon Team – No Objections subject to Conditions

Natural Infrastructure Team – No Objections subject to Conditions. Financial obligations requested to be secured through a S106 agreement

Police Architectural Liaison – After securing further information with respect to the provision of roller shutter doors there are no objection to the proposal

Public Protection Service – No Objections subject to Conditions

Urban Design Officer – No Objections subject condition to secure material details.

### **6. Representations**

The Local Planning Authority has received 3 letters of representation objection to the proposed development. The letters are summarised as follows:-

\* The application has been described incorrectly

\* The application does not propose dwellings but student accommodation in 'cluster flat' arrangements

\* The pre-application process has given the go ahead contrary to Council policies

\* Already an overprovision of student accommodation and HMOs

\* No site notices posted so the consultation process should start again once they have been posted

\* Out of character for the area

\* Over-development of the area

Officers can confirm that 4 site notices were originally posted on and around the site, and when the new site notices were posted officers had to remove some of the older notices to avoid confusion.

In response to the letters or objections and as part of the re-advertisement the description has been amended to more accurately reflect the proposal. As previously noted, planning application originally proposed eleven flats comprising of five HMO Flats (Class C4/Sui Generis) and six 2 bed flats (Class C3).

Following discussions over the mix of the units with the applicant it was agreed to split three 8 bed Houses of Multiple Occupation to provide smaller more marketable units, and to increase the internal size of six 2 bed flats to accord with our Development guidelines SPD and Nationally Describe Space Standards. This has resulted in a net loss of 3 bed spaces over the whole development. External alterations have been proposed in response to comments from Urban Design and Historic Environment Officers.

Following the submission of these revised plans and description the planning application has been re-advertised for a further 14 days (1st August 2017 to 15th August 2017) to allow consultees, Council officers and members of the public to review the revisions. One additional letter of representation has been submitted to the Local Planning Authority objecting to the proposed development on the following grounds:-

\* Development is too dense

\* Some works have been done to Sherwell House without planning permission, including removing a chimney stack and some trees

\* Waste management on this site has been unacceptable and suitable waste condition should be imposed if the application is approved.

Officers can advise members that removal of a chimney stack and the trees would not have required planning permission and the application proposed a purpose built bin store to store refuse bins out of public view. The matter of density is discussed later in the report.

## **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).

The Plymouth and South West Devon Joint Local Plan (the JLP) will replace the Core Strategy and other Plymouth Development Plan Documents as the statutory development plan for Plymouth once it is formally adopted.

Annex I of the National Planning Policy Framework (the Framework) provides guidance on determining the weight in relation to existing and emerging development plan policies.

· For Plymouth's current development plan documents, due weight should be given to relevant policies according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

· For the JLP which is an emerging development plan, the weight is to be determined by the stage of its preparation, the extent to which there are unresolved objections, and its degree of consistency with the Framework.

The JLP is at an advanced stage of preparation having now been submitted to the Planning Inspectorate for Examination, pursuant to Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations. It is considered to be a sound plan, consistent with the policies of the Framework, and is based on up to date evidence. It is therefore considered that the JLP's policies have the potential to carry significant weight within the planning decision, particularly if there are no substantive unresolved objections. The precise weight will need to be determined on a case by case basis, having regard to all of the material considerations as well as the nature and extent of any unresolved objections on the relevant plan policies.

Other material considerations include the policies of the Framework itself, guidance in National Planning Practice Guidance (NPPG). Additionally, the following planning documents are also material considerations in the determination of the application:

- \* Development Guidelines Supplementary Planning Documents (First Review) 2012
- \* Planning Obligations and Affordable Housing Supplementary Planning Document (First Review) 2012
- \* Sustainable Design Supplementary Planning Document 2009

#### 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

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

## **8. Analysis**

1. This application has been considered in the context of the development plan, the submitted Plymouth and South West Devon Joint Local Plan, the Framework and other material policy documents as set out in Section 7.

2. This application turns upon policies CS01 (Sustainable Linked Communities), CS02 (Design), CS05 (Development of Existing Sites), CS18 (Plymouths Greenspace), CS19 (Wildlife), CS20 (Sustainable Resource Use), CS21 (Flood Risk), CS22 (Pollution), CS28 (Local Highways Considerations), CS32 (Designing out Crime), CS33 (Planning Obligations) and CS34 (Planning Application Considerations) of the Local Development Framework Core Strategy 2007.

3. This application also turns upon the following policies from the approved Plymouth and South West Devon Joint Local Plan (JLP):- DEV1 (Protecting health and amenity), DEV2 (Air, water, soil, noise and land), DEV7 (Meeting local housing need in the Plymouth Policy Area), DEV9 (Meeting local housing need in the Plan Area), DEV10 (Delivering high quality housing), DEV11 (Houses in Multiple Occupation in the Plymouth Article 4 Direction Area), DEV20 (Place shaping and the quality of the built environment), DEV28 (Protecting and enhancing biodiversity and geological conservation), DEV31 (Specific provisions relating to transport) DEV32 (Meeting the community infrastructure needs of new homes), DEV34 (Delivering low carbon development), DEV35 (Renewable and low carbon energy (including heat)) and DEV37 (Managing flood risk and water quality impacts).

4. The principal issues relating to this application are considered to be residential amenity; design, massing and layout; and the impact towards the character of the area. Other considerations include drainage, renewable energy, pollution and biodiversity.

### **Principle of Development**

5. Paragraph 196 of the National Planning Policy Framework (NPPF) states that 'the planning system is plan-led and planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

6. The Plymouth and South West Devon Joint Local Plan (JLP) has now been approved by full Council and has been submitted for examination. The weight that this document holds in the decision making process will continue to increase as it moves through the formal consultation and examination stage. In assessing the planning balance of this application it is important for Members to understand the context of the application.

7. Members are advised that the Local Planning Authority has been working proactively with the applicant over the past 8 months to address identified deficiencies in the proposals prior to the submission of this formal application. The application has yet to be determined as an extension of time has been agreed to resolve issues identified in the three letters of representation.

8. Until recently the proposal had been considered primarily in the context of the Local Development Framework Core Strategy 2007 which still remains the adopted development plan. Therefore the LDF Core Strategy is still a key material consideration when assessing the planning balance of this application although the submitted Joint Local Plan does hold weight.

9. It is important to note that the JLP echoes the views of the Core Strategy in stating that Houses of Multiple Occupation (HMO) can make a valuable contribution to the private rented housing stock and provide essential housing suited to predominantly young and single people, including students, and those on low incomes.

10. Policy DEV11 (1) of the published Plymouth and South West Devon Joint Local Plan (JLP) states that the LPA will not support applications for Homes in Multiple Occupation unless the proportion of dwelling units in multiple occupation (including the proposed site) does not exceed 10% of the total dwelling stock within 100m of the application site.

11. All the policies within the JLP (including policy DEV11) have been subjected to the formal Regulation 19 consultation process and the plan has now been submitted to the Planning Inspectorate as part of the Regulation 22 examination process. During the Regulation 19 consultation process one representation was submitted with respect to policy DEV11 in support. Therefore Policy DEV11 is considered to carry full weight at this stage rather than if the Council had received objections to this policy.

12. Members will be aware that the Council made an 'Article 4 Direction' which, from 14 September 2012, requires planning permission for the change of use of C3 dwellinghouses to C4 HMOs within an identified area of the city. The purpose of the Article 4 Direction was to try and control the proliferation of HMOs in certain localities and reduce the loss of traditional family dwellings. For clarity, the C4 Use Class covers small shared dwelling houses occupied by between 3 and 6 unrelated individuals who share basic amenities. Large HMOs, with more than 6 people sharing, are 'sui generis' (not in a use class).

13. This application site is within the Article 4 Direction however it is important to point out that this proposal does not result in the loss of any family dwellings and does not propose purpose built student accommodation. The applicant's submission states that the development seeks to provide private rented accommodation for young professionals and couples. Officers are mindful of the need to try and support the creation of a sustainable community and given the proximity of the site to the city centre the nature of the development on this site is considered appropriate.

14. Notwithstanding the weight afforded to Policy DEV11 officers consider this development will positively contribute to the housing stock in the area providing choice to Plymouth's residents. The inclusion of the seven flats (Class C3) will make further important contributions to the housing needs in the city in accordance with Policy CS15 and DEV7. Furthermore, the provision of these 7

additional HMOs in this area may result in the freeing up of family dwellings in more suitable locations in the City and was the ambition of the Article 4 Direction.

15. The range and tenure of the accommodation proposed is also supported in the Government White Paper, 'Fixing our broken housing market'. Paragraph 3.20 states that alongside affordable homes, we need more good quality privately rented homes, with the 'Build to Rent' model being an alternative way to meet the housing crisis in this country. The White paper suggests that the government wants 'to build on this and attract major institutional investment in new large-scale housing which is purpose-built for market rent. This will drive up overall housing supply, and increase choice and standards for people living in privately rented homes'. It is the view of officers that this can be met through the supply of single flats and HMOs.

16. Officers have reviewed the tenure of the surrounding properties and can advise that approximately 50% of the housing stock within 100m of the application site are potentially Houses of Multiple Occupation however this is based on 2012 data and may be inaccurate. Officers accept that whilst this is above the 10% threshold in the DEVI I of the JLP, the development has not sought to provide a single house type and is unlikely to result in the loss of family dwellings therefore the addition of further HMOs in this locality is considered acceptable. It is possible that the flats being proposed could be occupied by small families therefore meeting a wider housing need.

17. The site is located along the busy North Hill route therefore it will have less impact on quieter residential streets which may have an increased number of family dwellings. Officers also recognise that this site has development potential however given the location it is unlikely to be suitable for other residential uses, such as large, more traditional family dwellings.

18. The site is positioned in a highly sustainable location in easy reach of a full range of services and amenities that future residents would require. The development is not solely for students and will provide a tenable housing choice to young professionals who are unable to afford to buy or rent larger properties alongside couples and small families. At least 50% (and maybe more) of the housing stock within 100m will still be retained as single dwellings.

19. Members are advised that officers consider the proposal does accord with all 7 points of policy DEV10 (8) which assess HMO criteria. In lieu of the above points, officers consider that the principle of the proposal is acceptable at this site in spite of the changing local policy framework and its apparent conflict with policy DEVI I.

20. The planning application has been considered primarily against the LDF Core Strategy where there is not considered to be any conflict. Furthermore, paragraph 49 and 197 of the NPPF states that 'in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development' which is further supported by paragraph 47 and 50 of the NPPF to 'boost significantly the supply of housing' and 'deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities'.

21. In conclusion, officers have weighed up the balance of the proposal against the LDF Core Strategy, the JLP and the NPPF. It is recognised that the applicant has been caught in a situation where now submitted policy (but not adopted) no longer supports the proposal with the same clarity as its predecessor.

22. In this case, officers have considered all the material planning issues and although the development is contrary to policy DEVI I greater weight has been afforded to the current adopted Development Plan. On balance it is officer's view that this proposal will provide a wide choice of private rented housing types to meet the needs of all members of the community without causing



demonstrable harm to the character of the area in accordance with policy CS01, CS15 and CS34 of the Core Strategy and DEV7 of the Joint Local Plan. The site's proximity to both the City Centre and Mutley the proposal is an appropriate location for such a development and would result in a development of an appropriate type, form, scale, mix and density in relation to its location relative to the neighbourhood's centre.

### Housing Delivery

23. The applicant has been responsive to the comments shared by the Housing Delivery Team (HDT) on 6/7/17 and the revised plans have reflected changes following this meeting. In particular the HDT are pleased to see that the minimum size of some of the units discussed at the meeting have increased to ensure all the units now meet or exceed minimum policy standards relating to unit size as laid out in the Governments National Space Standards. The applicant has also reduced some of the larger shared units (HMOs) and introduced a number of smaller, different size units to give a better, balanced mix of units (for example 50% of the units are now no longer HMOs), this is welcomed.

24. The applicant has worked with the HDT on the mix of units and to ensure the units are planned well to meet the needs of the client group seeking open market, purpose built, private rented market. The city is supportive in encouraging the market for carefully designed, purpose built, private rented units in the city to meet the aspirations of younger professional people working in the city centre and embarking on their careers; this scheme will help meet the needs of this client group. The applicant has understood the need to demonstrate that the units will be well managed and have submitted a management plan to demonstrate compliance with this request. Reducing the number of very large (8 bed) HMOs and introducing a mix of smaller units has also demonstrated that they have understood the need for careful management and have factored this into the revised plans.

25. The HDT have requested a condition is added for the applicant to demonstrate compliance with 20% LTH (M4-2), equating to 3 units. HDT are supportive that this is demonstrated by DPC level through the submission of marked plans showing the 3 units. In summary the HDT supports this application and welcomes the proactive response the applicant has taken in revising and developing the application.

### Design

26. Sherwell House is a period property that provides townscape merit and its retention is welcomed by Urban Design Officers (in consultation with Historic Environment Officers). However it is neither a listed building, formally registered as a non-designated heritage asset or located in a conservation area therefore the applicant could seek to demolish this building without formal planning permission. When assessing the local vicinity there is an eclectic mix of building types, styles and ages and as such any perceived impact of the proposed building towards Sherwell House must be proportionate, considering if any harm to it outweighs its potential loss.

27. Sherwell House is positioned in the north west corner of the site, completely detached from the buildings along Marlborough Road and Armada Street. The coach house is located in the east of the site and is attached to these dwellings however this is proposed to be demolished as part of the application. The remainder of the site is moderately level and hard surfaced for parking but due to the topography the area it all sits approximately 1 storey above Marlborough Road street level to the south.

28. The new extension buildings are to adjoin the southern elevation and the most eastern elevation of Sherwell House. In response to the topography of the site and the different street scenes to the west, north and south the two proposed buildings have been approached differently to reflect the different scales and styles that they are responding to.

29. The southern building is the larger of the two buildings accommodating 7 HMOs and 1 flat. Due to the topography of the site this building is proposed to be 4/5 storeys in height, with the height lessening as it turns the southwest corner to join Sherwell House. The southern boundary of the application site will be dug out to provide a new lower ground floor that fronts directly onto Marlborough Road providing an attractive ground floor street scene.

30. The limestone in the existing retaining wall will be re-used in the construction of the plinth and new retaining wall. The upper floors of the south facing elevation will be a mix of render (white and grey) and stone effect cladding. The south elevation is not flat providing bay like projections to reflect the period properties on the area and to add interest to the design. Juliette balconies have been proposed to break up the elevation and these also increase amenity.

31. The west facing elevation which links to Sherwell House demonstrates a full height glazed link and stone effect cladding that turns the corner. The glazed link is recessed to reduce the impact onto Sherwell House and to retain its street presence. The glazing has also been continued around part of the north elevations top storey to soften the appearance when viewed from North Hill.

32. The new building will be 13.7m at its highest point when measuring the southern elevation along Marlborough Road, and will be 0.4m above the ridge of the adjacent dwellings. The west facing 4 storey elevation that adjoins Sherwell House will be 11.3m high when measured from ground level (existing raised front garden) and exceeds the highest point of Sherwell House by circa 0.5m, although it would exceed the principle ridge by 2.4m.

33. The applicant has provided officers with street scene plans putting the proposed building in to context. It is considered that the height of this principle building is comparable to other buildings along North Hill and Marlborough Road, and would not adversely impact the presence of Sherwell House which does have townscape merit.

34. The northern building is the smaller of the two buildings accommodating six 2bed flats. This 4 storey building is simpler in form and follows the building line of Sherwell Houses north elevation onto Armada Street. The eastern end has been designed to respect the windows of the adjacent properties which are set back from the street. The ground floor provides the bin and cycle store for both buildings as well as vehicle access into the central courtyard and parking. The flats are on the upper floors (2 per floor).

35. The plinth is proposed to be natural stone and the upper floors coloured render (grey and white). A mix of glazing and Juliette balconies provide interest to the elevation giving a contemporary feel when compared to Sherwell House. This building will be 11m in height when measured from street level (Armada Street), and exceeds the height of Sherwell House by approximately 0.3m at its closest point; however the highest point of Sherwell House will still be higher. It will not exceed the height of the buildings to the east.

36. The inward facing elevations are simpler in design and are to be rendered which is acceptable given that they are not visible from the street screen. The soffits have been removed and replaced with 150mm parapets to reduce the bulk of the building and creating cleaner elevations.

37. This application proposes two contemporary buildings that seek to reflect the street scenes that they are addressing whilst avoiding pastiche. Having reviewed the existing and emerging policies of the Core Strategy (CS02, CS15 and CS34) and the Joint Local Plan (DEV7 and DEV20), and having considered paragraphs 60 and 61 of the NPPF the scale, layout and overall design of the buildings are considered acceptable. They have taken the opportunity to enhance the respective street scenes whilst incorporating important, locally distinctive features without adversely harming the overall

character of the area or Sherwell House itself. A condition has been imposed to secure further material details (inc. samples).

### Residential Amenity

38. The development proposes two new buildings attached to the existing Sherwell House therefore the amenity of both existing residents and future residents is a consideration

39. Sherwell House was converted 2 years ago into 10 open market flats under the prior approval process and it was designed and laid out in a way that means the proposed extensions could be added without causing significant disruption. For example, the windows on the whole of the south facing elevation and the part of the eastern elevation of the building have always been blocked up and do not provide a source of light into any of the residences.

40. The smaller remaining south and eastern elevations that are not attached to the extensions have not been blocked up and will continue to provide light into numerous flats. Due to the scale and orientation of the proposed extensions the flats served by these windows will have an increased level of overshadowing and possible light loss. However the level of light loss and outlook is not considered demonstrably harmful or severe and on balance it is considered that there will be sufficient levels of daylight into these specific flats for continued enjoyment. It is important to recognise that most of the existing flats within Sherwell House will not have demonstrable loss of light or amenity as a result of this proposal.

41. The relationship of the proposal to properties and dwellings along and on opposite sides of both Armada street and Marlborough Road is considered acceptable creating a normal streets relationship with adequate separation similar to other streets in the area. This includes any future relationship with the recently approved development on the former Union Glass works site (1 Armada Street). The properties directly east of the site in Armada Street and Marlborough Road will not be adversely affected with building condition the established building lines, protecting existing outlook.

42. Some of the proposed flats will benefit from dual aspect giving large amounts of natural daylight into the all proposed flats, especially as all bedrooms face south. The proposed extensions are positioned close to one another, approximately 4m. This is a concern for officers however it does reflect the relationship of properties immediately adjacent along Marlborough Road (east) where internal courtyard light wells have been included. To enhance this relationship the internal layout of the flats has been designed to maximise residential amenity for both existing and future residents as best as possible.

43. Very few of the habitable rooms in the southern building overlook the flats in northern building with the primary aspect south facing onto Marlborough Road. The north, inward facing elevation of the southern block has also been designed to only include high level windows to remove any perceived overlooking or privacy loss. To further enhance residential amenity it is considered suitable to make these high level windows obscure glazed and will be secured by condition.

44. The windows in the south facing elevation of the northern block serve bedrooms so it would be unacceptable for these to be obscure glazed. Whilst the level of outlook from these bedrooms is low the outlook from the kitchen/lounges is better and given that this is an urban environment where levels of amenity and outlook is often less it is considered acceptable.

45. All flats provide large internal areas in accordance with the development Guidelines SPD and the Nationally Described Space Standards meaning that future occupiers will be provided with a good standard of living. The amount of useable outdoor amenity space is quite significant and exceeds the guidance set out in the Development Guidelines SPD. Furthermore the application site is in close

proximity to public amenity areas (Drakes Place and Addison Park) providing residents with alternative amenity options.

46. Sherwell House itself occupies a reasonable proportion of the site but in an inefficient manner that is out of character for the area. The proposed extensions significantly intensify the site whilst attempting to retain the character of Sherwell House. To do so has resulted in some lower levels of amenity than would normally be sought by the Local Planning Authority. However, many of the units, both existing and proposed will benefit from a good standard of amenity and the applicant has made attempts to enhance where possible. The levels of amenity are considered comparable to those in adjacent buildings to the east of the site along Marlborough Road and Armada Street which also demonstrate high density living with low levels of outlook. Therefore, and on balance the development is considered acceptable when considering residential amenity and it's broadly accords with polices CS01, CS15 and SC34 of the Core Strategy and policy DEVI and DEV20 of the Joint Local Plan.

#### Local Highways Authority

47. The Local Highways Authority notes that the applicant submitted a pre-planning application enquiry to which Transport comments were made. The pre-app gained support in transport terms and this application has taken account of comments made at that time.

48. The number of rooms (45) in total would normally require a level of parking provision however in this instance the property lies within a Resident Parking Permit Zone (CPZ) which operates more than 6 hours a day and 6 days a week. In accordance with the Development Guidelines SPD a car free development is therefore appropriate in such areas, and parking provision is not required. The applicant must be made aware that the property will be excluded from obtaining permits or visitor tickets for use within the parking permit scheme.

49. The site does have the benefit of a parking space, on street, which is identified as being in control of the applicant. This will be managed and controlled and made available for use by residents during times moving in or out of the property. This space, outside of these times, can be used for servicing the property which is an acceptable arrangement. The application includes secure and covered cycle storage for 22 cycles which is acceptable and its provision should be secured by way of a suitably worded planning condition.

50. It appears from the submitted drawings that the existing dropped kerb vehicular access will be retained for use to serve the car parking space. If this is not the case the applicant must apply for a Vehicle Crossover application with the Local Highway Authority. An informative to this effect is recommended. All associated costs, if necessary, must be borne by the developer. No works to the highway will be permitted unless permission is sought and granted.

51. Due to the proximity of the property to other residential and commercial units a Code of Practice during construction will be required with specific attention paid to deliveries and construction staff parking management. The applicant has indicated that Travel information will be made available to future occupants and combined with the location and nearby facilities the site is considered to be sustainable and accessible.

52. The Local Highway Authority does not object to this proposal subject to conditions. In officers view the proposal accords with policy CS28 of the Core Strategy and DEV 31 of the Joint Local Plan and will not result in a severe or demonstrably harmful impact towards the highway network or amenity of the area.

### Drainage

53. Flood risk information held by Plymouth City Council relevant to this site is contained in this document. The site is located in Environment Agency (EA) Flood Zone 1 which the EA defines as being at a low risk of flooding from a 1% AEP (1 in 100 year return period) fluvial flood event. Surface water flood risk mapping provided by the EA indicates a low risk of flooding to the property from a risk of flooding from a 1% AEP (1 in 100 year return period) flood event.

54. The site is located in a Critical Drainage Area (red) identified by the Environment Agency as an area where the existing sewerage system is at or close to its capacity. For developments of this size the EA has issued a standing advice note which is included in this report. The site is also located in an area identified in the PFRA review as a 'blue square' Flood Risk Area (FRA) where properties, infrastructure or critical services are at risk from flooding.

55. EA Risk of Flooding from Surface Water maps indicate that unmanaged surface water run off from this site can contribute to surface water flooding at the Moneycentre, and Charles Cross.

56. The proposed construction does not result in an increase in the impermeable area of the site. A drainage statement submitted by the applicant proposes to leave the surface water drainage unchanged. The design standard of the drainage system is not known. South West Water have been consulted by the applicant and approved the connection pending agreement by the Lead Local Flood Authority. The PCC Local Flood Risk Management Strategy requires that all developments should provide sufficient space for a sustainable surface water drainage system.

57. Notwithstanding the applicants' submitted details and SWW's acceptance of the scheme the Lead Local Flood Authority has made some recommendations within its consultation response requiring further details. These will be conditioned to ensure that the drainage system accords with policy CS21 of the Core Strategy and policy DEV37 of the Joint Local Plan.

### Renewable Energy

58. The submitted CS20 energy report, prepared by Energy Compliance Ltd has been reviewed and sets out the proposals to use Solar PV, generating carbon savings of 16.26%. It also states that the applicant has set out proposals to future proof the development to connect to a district heating network, when this is constructed. Officers are satisfied that this meets the requirements for policy CS20 of the Core Strategy, CC05 of the City Centre and University AAP and the policy DEV34 and DEV35 of the Joint Local Plan.

### Biodiversity

59. The application has been accompanied by an Ecological Mitigation and Enhancement Strategy which states that there are no protected or notable habitats associated with the site and that there are no protected or notable species associated with the site and it has negligible potential.

60. The report proposes four sparrow terraces to be mounted on the new

61. Buildings, the installation of three bee/insect bricks and the creation of 32 metres of new hedgerow to add enhancement to the site.

62. This has been reviewed by Natural Infrastructure officers and is considered acceptable to ensure the development will secure biodiversity net gain in accordance with policy CS19 of the Core Strategy and policy DEV28 of the Joint Local Plan.

### Secure by Design

63. The Secure by Design statement has been reviewed by the Police Architectural Liaison officer who has made no objection to proposal. The development is therefore considered to accord with policy CS32 of the Core Strategy and policy DEV20 of the Joint Local Plan.

## **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 of: £46,530.00 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](http://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

## **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 are required due to the nature and size of this proposal, and Infrastructure Contributions to the total amount of Sixty Four Thousand Five Hundred and Four (£64,504) have been agreed in respect of the following:

- \* The sum of Twelve Thousand Three Hundred and Sixty-Two (£12,362) for the provision and maintenance of local greenscape facilities at Beaumont Park.
- \* The sum of Two Thousand Five Hundred and Forty (£2,540) for the provision and maintenance of children's play space at Beaumont Park.
- \* The sum of Twenty Two Thousand and Thirty (£22,030) for the provision and maintenance of junior playing pitch facilities at Central Park.
- \* The sum of Twenty Seven Thousand Five Hundred and Seventy Two Pounds (£27,572) for the provision and maintenance of strategic greenspace at the Mayflower Arboretum.
- \* The Management Fee of Two Thousand Six Hundred and Sixty Eight Pounds (£2,668)

## **12. Equalities and Diversities**

Level access in accordance with Part M4(1) to the building and ground floor communal areas is proposed and a condition has been added requiring the applicant to demonstrate which 3 units will be secured and maintained as Part M4(2) – Accessible and Adaptable.

## **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 the Local Development Framework Core Strategy 2007 and the Plymouth and South West Devon Joint Local Plan.

Officers consider that the benefits of this scheme outweigh any adverse impacts therefore on balance the planning application is recommended for conditional approval subject to the signing of a S106 agreement.

#### **14. Recommendation**

In respect of the application dated **24.05.2017** it is recommended to **Grant Subject to S106 Obligation with delegated authority to Assistant Director for Strategic Planning & Infrastructure to refuse if timescales are not met**

#### **15. Conditions / Reasons**

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

#### **I        CONDITION: APPROVED PLANS**

Site plan 2 Rev A received 28/03/17

Lower Ground Floor Plan 3 Rev A received 28/03/17

Site Location Plan 1 Rev B received 20/04/17

Proposed Elevations A2 05 Rev A received 28/07/17

Visualisations 15/553 Rev B received 27/07/17

Elevations A2 04 Rev A received 28/07/17

Upper Ground Floor Plan 4 Rev B received 27/07/17

1st Floor Plan 5 Rev B received 27/07/17

2nd Floor Plan 6 Rev B received 27/07/17

3rd Floor Plan 7 Rev B received 27/07/17

Proposed Elevations A2 01 - received 27/07/17

Proposed Elevations A2 02 - received 27/07/17

Proposed Elevations A2 03 - received 27/07/17

Proposed Elevations A2 04 - received 27/07/17

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 61-66 of the National Planning Policy Framework 2012.

## **2      CONDITION: COMMENCE WITHIN 2 YEARS**

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 Policy SPT3 of the Plymouth and South West Devon Joint Local Plan

## **3      CONDITION: CODE OF PRACTICE**

### PRE-COMMENCEMENT

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 and policy DEV1 and DEV2 of the Plymouth and South West Devon Joint Local Plan.

Justification: To ensure a suitable plan is put in place during the construction phase to protect adjacent residents and ensure that the highway is not adversely impacted

## **4      CONDITION: PROVISION OF DRAINAGE WORKS**

### PRE-COMMENCEMENT

No development shall take place until drainage works have been carried out in accordance with details to be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the following information is required in support of the proposed drainage strategy:-

1. The proposed drainage system, including attenuation, should provide a 1% AEP standard of protection plus a 40% allowance for climate change. Calculations and modelling data should be



produced in support of any drainage design showing that the defences and drainage system are designed to the required standard.

2. Surface water from the proposed development should be discharged in a surface water drainage system which should be discharged according to the following hierarchy:

- o Discharge to a waterbody (if available and with sufficient capacity).

- o Infiltration

- o Discharge to a surface water sewer, highway drain or culverted watercourse with attenuation as required.

Evidence, including infiltration tests, should be provided that demonstrates that these options have been assessed and appraised. Surface water discharge may be limited to 1 in 10 year greenfield run off rates with on site attenuation required to store surface water volumes over and above these rates to a 1 in 100 year return period standard of protection.

3. The proposed increase in residential dwellings effectively reduces the capacity of the combined sewer to receive surface water, potentially increasing flood risk to properties downstream. A separate surface water drainage system should be provided to enable the surface water to be potentially removed from the combined sewer in accordance with SWW and Local Flood Risk Management Strategy.

4. Any surface water run off for flows exceeding the 100 year return period storm event should be stored on site and not discharged onto third party land or the highway, unless an agreed route can be found for the safe discharge of exceedance flows into the watercourse.

5. The Plymouth Local Flood Risk Management Strategy requires that infiltration tests should be completed in accordance with BRE365 where the proposed soakaway devices are to be situated. It's recommended the test sites are shown clearly on a plan.

6. Pollution control methods should be detailed and methods to protect the water environment and manage surface water run off during construction included in the CEMP.

The approved details shall be implemented and maintained thereafter.

Reason:

To ensure that satisfactory infrastructure works are provided in accordance with policy CS21 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, policy DEV37 of the Plymouth and South West Devon Joint Local Plan and paragraphs 94 and 100-103 of the National Planning Policy Framework 2012

Justification: To ensure that the development will adequately deal with foul and surface water so as not to demonstrably harm the existing systems or increase on and off site flood risk

## **5 CONDITION: SUSTAINABILITY**

### PRE-DPC

The development hereby approved shall not proceed past the DPC level until the following details have been provided to the Local Planning Authority for approval:-

1. Details for approval identifying how the development has been designed to be compatible with and allow future connection to a local district heating network in line with current best practice.
2. Details of the locations of the on-site renewable energy production methods (in this case Photovoltaic Cells) for approval. The on-site renewable energy production methods shall be provided in accordance with these details prior to the first occupation of the development and thereafter retained and used for energy supply for so long as the development remains in existence.

The development shall be completed in accordance with these agreed details and the submitted Energy Statement prepared by Energy Compliance Ltd. This proposes the use of Solar Photovoltaic Cells as the preferred method of incorporating onsite renewable energy production together with the proposed installation size. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations.

Reason:

To ensure that the development incorporates onsite renewable energy production equipment to offset at least 15% of predicted carbon emissions for the development in accordance with Policy CS20 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, Policy CC05 of the City Centre Area Action Plan, the submitted Joint Local Plan Policy DEV34 and relevant Central Government guidance contained within the NPPF.

## **6 CONDITION: EXTERNAL MATERIALS**

### PRE-DPC

The development hereby approved shall not proceed past the DPC level until full samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To ensure that the materials used are in keeping with the character of the area in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, policy DEV20 of the Plymouth and South West Devon Joint Local Plan and paragraphs 61 to 66 of the National Planning Policy Framework 2012.

## **7 CONDITION: PART M4(2) DWELLINGS**

### PRE-DPC

The development hereby approved shall not proceed past the DPC level until the applicant has submitted a plan to demonstrate compliance with 20% Life Time Homes (Part M4-2) unless otherwise agreed in writing by the Local Planning Authority. For the avoidance of doubt 20% equates to 3 units.

Reason:

To provide a range of accessible and adaptable dwellings for all members of the community in accordance with Policy CS15 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, policy DEV9 of the Plymouth and South West Devon Joint Local Plan and para 50 of the National Planning Policy Framework

## **8 CONDITION: CYCLE PROVISION**

### PRE-OCCUPATION

The building shall not be occupied until space has been laid out within the site in accordance with the approved plan for 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, policy DEV31 of the Plymouth and South West Devon Joint Local Plan and paragraph 32 of the National Planning Policy Framework 2012.

## **9 CONDITION: ACCOMMODATION MANAGEMENT**

The development hereby approved shall be operated and managed in accordance with the submitted and approved Management Plan (15/553 Rev B - 27th July 2016) unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To assist in protecting the residential amenities of the area, in accordance with policies CS22 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007, policy DEV1

of the Plymouth and South West Devon Joint Local Plan and paragraph 123 of the National Planning Policy Framework 2012.

## **10      CONDITION: BIODIVERSITY**

Unless otherwise previously agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the Ecological Mitigation and Enhancement Strategy (dated March 2017) for the site.

### **Reason**

In the interests of the retention, protection and enhancement of wildlife and features of biological interest, in accordance with polices CS01, CS19 and CS34 Plymouth Local Development Framework Core Strategy (2006-2021) 2007, policy DEV28 of the Plymouth and South West Devon Joint Local Plan and paragraphs 109 and 118 of the National Planning Policy Framework.

## **11      CONDITION: OBSCURE GLAZING**

Notwithstanding the approved plans, the north facing windows shown on plan A2-03 - North East Elevation from Courtyard shall be obscured glazed unless otherwise agreed in writing by the Local Planning Authority

### **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, policy DEV1 of the Plymouth and South West Devon Joint Local Plan and paragraph 17 of the National Planning Policy Framework 2012.

## **12      CONDITION: UNEXPECTED CONTAMINATION**

In the event that contamination of ground conditions is found when carrying out the approved development that was not previously identified, expected or anticipated, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken. 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
- archaeological 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'.

Where remediation is necessary a remediation scheme must be prepared, which 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.

Following completion of measures identified in the approved remediation scheme, a verification 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.

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, policy DEV2 of the Plymouth and South West Devon Joint Local Plan and paragraphs 120 -123 of the National Planning Policy Framework 2012.

## **Informatives**

### **I      INFORMATIVE: CONDITIONAL APPROVAL WITH NEGOTIATION**

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 including pre-application discussions and has negotiated amendments to the application to enable the grant of planning permission.

## **2      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](http://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.

## **3      INFORMATIVE: KERB LOWERING**

Before the access[es] hereby approved are 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 Highways for the necessary approval. Precise details of all works within the public highway must be agreed with the Highway Authority.

## **4      INFORMATIVE: PUBLIC HIGHWAY APPROVAL**

This planning permission does not authorise the applicant to carry out works within the publicly maintained highway. The applicant should contact Plymouth Highways for the necessary approval. Precise details of all works within the public highway must be agreed with the Highway Authority and an appropriate Permit must be obtained before works commence.

## **5      INFORMATIVE: RESIDENT PARKING PERMIT SCHEME**

The applicant should be made aware that the property lies within a resident parking permit scheme which is currently over-subscribed. As such the development will be excluded from obtaining permits and purchasing visitor tickets for use within the scheme.

## 6 **INFORMATIVE: SUPPORTING DOCUMENTS**

The following supporting documents have been considered in relation to this application:-

AIR QUALITY ASSESSMENT - AQ100390R1

BUY TO LET BRITAIN PRESENTATION

CS20 ENERGY STATEMENT

DESIGN AND ACCESS STATEMENT 15/553 Rev B

ECOLOGICAL MITIGATION AND ENHANCEMENT STRATEGY March 2017

FOUL AND SURFACE WATER DRAINAGE STATEMENT - J-11396-02-AG 27 March 2017

MANAGEMENT PLAN 15/553 Rev B

PHASE I CONTAMINATED LAND SURVEY

PRELIMINARY ECOLOGICAL APPRAISAL March 2017

SECURED BY DESIGN STATEMENT 15/553 Rev A

TRANSPORT STATEMENT REV D