

## COMMITTEE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES  
READING BOROUGH COUNCIL  
PLANNING APPLICATIONS COMMITTEE: 29<sup>th</sup> APRIL 2015

ITEM NO. 10

Ward: Park

App No.: 150381

App Type: FULL

Address: Land adjacent to former TVU, Crescent Road

Proposal: Erection of temporary classrooms, car parking and associated works.

Applicant: Maiden Erlegh Free School Trust

Date valid: 10<sup>th</sup> March 2015

8 week target decision date: 5<sup>th</sup> May 2015

Planning Guarantee: 26 week date: 8<sup>th</sup> September 2015

### RECOMMENDATIONS

#### APPROVE

#### CONDITIONS TO INCLUDE:

1. Time limit - temporary permission (date to be reported in update)
2. Approved Drawings
3. Vehicle parking in accordance with approved plans
4. Bicycle storage (details to be submitted)
5. No development shall take place until a Construction Management Statement has been submitted and approved in writing by the local planning authority
6. Within 3 months of occupation a Travel Plan shall be submitted to and approved by the local planning authority. The plan shall include a full analysis of the existing / proposed modal split for pupils and staff at school, reasons for the modal choice and detailed proposals for future transport provision with the aim of securing reduction in car trips generated to and from the school.
7. Tree Protection in accordance with Tree Protection Plan 32883\_LP(90)12A and Tree protection fence drawing dated 01.03.2015 (no ref) shall be implemented before all works on site and retained until completion unless otherwise agreed.
8. Meadow grass planting to be in accordance with the details in para 5.4.2 of the Planning Design and Access Statement, Landscape Proposals plan 32883\_LP(90)10B and paragraph 2.11 of the Outline Soft Landscape Specification Notes 32883\_LP(90)001, dated 03.03.2015.

#### INFORMATIVES TO INCLUDE:

1. Terms and Conditions.
2. Damage to the Highway.
3. Works Affecting the Highway.
4. Environmental protection information regarding the control of nuisance during construction and demolition.
5. Positive and proactive.

### 1. INTRODUCTION

- 1.1 The site forms part of the former Thames Valley University site, and is currently used informally for car parking. It is to the west of the University Technical College (UTC), beyond which is the Alfred Sutton Primary School. To the east are playing fields and immediately to the north are the disused buildings of the Reading

Activity Centre, due to be demolished. To the west there are a number of residential properties on Bulmershe Road, a private road retained by the frontages (i.e. property owners), and the rear boundaries of some of the properties on Hamilton Road.

- 1.2 The application site currently comprises three car parks, landscaping, trees and an access from Hamilton Road/ Bulmershe Road, which also serves the Hamilton Centre, which is to the south-east of the site.
- 1.3 The site slopes down from south to north, towards Crescent Road.
- 1.4 This application is a minor application, but has been called in by Councillor Page to be determined by Planning Applications Committee, as this is a pre-cursor to the permanent school application and includes some works in relation to the proposed final scheme.





## 2. PROPOSAL AND SUPPORTING INFORMATION

### 2.1 Full planning permission is sought for:

- six temporary classrooms, staff office, dining area, and storage in two, 2 storey blocks, to accommodate a total of 180 pupils and 20 staff. The total gross internal floor area is 788sqm. The proposed blocks, sited at right angles to each other, will be flat roofed pre-fabricated classroom units made from

painted render cladding panels with Upvc double glazed windows. Doors will have a painted steel cladding finish and timber balustrading will enclose the proposed steps and ramp outside the entrance.

- A contractor's secure compound is proposed to the north of the temporary buildings;
  - A range of hard and soft landscaping is proposed to include: Boundary edges to be regraded to create soft sloping edges and a green link around the school; Wooden bollards to be replaced with post and wire fencing along Bulmershe Road; A new post and wire fence along the edges of the car park (both fences to be for the permanent site); temporary 2.0 high fence along the northern edge to allow access from the temporary school to the existing path and sports pitches, creating a pedestrian route; all existing trees to be retained and newly regraded areas to be reseeded with meadow grass.
  - One and a half of the three existing car parks will be rebuilt and reconfigured to create one car parking area to provide a total of 16 car parking spaces for the temporary school, and 35 spaces retained for the Hamilton Centre, along with 20 cycle spaces, with vehicular access via the Hamilton Road entrance.
  - The remaining car park area will be levelled to accommodate the temporary blocks and a temporary ramp constructed up to the third car park as part of the contractor's enabling works.
  - Works to the car park, which are based on the final designs for the permanent school, are included as part of the temporary application.
  - The temporary application is proposed to have three phases, with the third phase to include the development of an internal ramp to the northernmost car park (lowest) and this would be used by the contractor during the development of the permanent school building.
- 2.2 Maiden Erlegh Free School has negotiated with the UTC that pupils of the temporary site will be able to use their science lab, sports hall, changing rooms, technology/ art lab, music technology area and fitness room. In addition that a pathway through the UTC site from Crescent Road can be used by pupils of the temporary site.
- 2.3 The proposal is that these blocks will be removed following the end of the academic year in 2016. This is a pre-cursor to seeking planning permission for a permanent school to accommodate 900 pupils on the combination of this site area and the area to the north on the corner of Bulmershe and Crescent Road to be open by September 2016. The permanent site application has been received.
- 2.4 The following plans and supporting documents were submitted with the application (some amended since the submission):
- Planning Design and Access Statement, Prepared by Stride Treglown
  - Location Plan - Drawing no: 32338\_AP(00) 00
  - Temporary School Site Plan - Drawing no: 32338\_AP(00) 07 Rev B, rec 14<sup>th</sup> April
  - Temporary Works Phasing - Drawing no: 32338\_AP(00) 08 Rev B, rec 14<sup>th</sup> April
  - Temporary Units Floor Plans - Drawing no: 32338\_AP(00) 09 Rev A
  - Temporary Units Elevations and Sections - Drawing no: 32338\_AP(00) 10 Rev A
  - Temporary School Landscape Proposals - Drawing no: 32883\_LP (90) 10 Rev D, rec 14<sup>th</sup> April
  - Temporary School Landscape Sections - Drawing no: 32883\_LP (90) 11 Rev B
  - Outline Soft Landscape Specification Notes, Stride Treglown
  - Tree Report, Prepared by ACD Arboriculture, dated 25<sup>th</sup> July 2012
  - Tree Protection Fence
  - Tree Protection Plan - Drawing no: 32883\_LP(90) 12 Rev A, rec 14<sup>th</sup> April
  - Transport Statement, Prepared by PBA

- Temporary Classroom Facilities Framework Travel Plan, Prepared by PBA
- Ground Investigation Report, Prepared by Soils Limited, dated April 2012 - Report 12885/GIR
- CIL - Additional Information Requirement Form

### 3. PLANNING HISTORY

3.1 91/00889/REG3 (Civica Ref: 910320) - One double temporary building to provide a common room and one temporary classroom unit. Regulation 4 - Observations sent 15/11/91

06/01241/FUL (Civica Ref: 060025) - Temporary classrooms, staff room and learning centre - Refused 2/1/07

09/01955/PREAPP (Civica Ref: 091794) - Pre-application advice for two temporary buildings - Observations sent 5/1/10

12/00767/PREAPP (Civica Ref: 121228) - Pre-application advice for part demolition, refurbishment and new build as part of the new Reading Academy project - Observations sent 6/8/12

12/01391/FUL (Civica Ref: 120686) - Refurbishment and remodelling of the existing building including part demolition, infill extensions and single storey front extension, alterations to roof, landscaping and new service road - Approved 14/11/12

150326/SCR - Screening Opinion for Proposal for new build, Maiden Erlegh School of 900 pupils - Decision pending

150327 - Pre application enquiry for proposal for new build, Maiden Erlegh School for 900 pupils - observations sent 27/2/15

150594 - Erection of 3 storey educational building (Use Class D1), car parking, landscaping and associated works - In process of being validated and consulted on.

### 4. CONSULTATIONS

#### (i) Statutory

4.1 None.

#### (ii) Non-Statutory

##### Transport

4.2 The temporary school will accommodate 180 pupils and 20 FTE staff and will increase thereafter in the proposed new purpose built accommodation. Given that this is just the temporary application and will not increase the number of pupils above that already permitted on the site the principle is deemed acceptable.

4.3 The temporary school is located at the rear of the site which will eventually form the proposed permanent car park and in principle is acceptable but a pedestrian route from Crescent Road should be provided to the school. It is stated at Point 4.3.2 that '*pedestrian access will be provided to the temporary school via the Reading UTC from Crescent Road*' however this does not appear to have been illustrated on any of the submitted plans and would also not form land within the red line. An amended plan was submitted (Temporary School Site Plan - Drawing

no: 32338\_AP(00) 07 Rev B, rec 14<sup>th</sup> April) which illustrated this pathway, which was deemed acceptable by Transport. This pedestrian route is located along the service / delivery route for the UTC and therefore allows for adequate pedestrian routes to the north, west and east of the site and therefore is sufficient.

- 4.4 The car parking provision is in accordance with the ratio of 0.8 spaces per FTE staff that has been agreed for the whole site which is based on the accessibility of the site and its close proximity to the boundary of Zones 2 and 3 of the Councils Parking Standards and Design SPD. The original plans showed spaces 10-15 not provided with a 6m forecourt. An amended plan was submitted and Transport confirmed that the spaces proposed are to the correct dimensions and with a 6m forecourt and accord with policy.
- 4.5 Cycle parking is required at a ratio of 10% of all building users which equates to 20 spaces or 10 Sheffield type stands. This has been illustrated but it is noted that the stands do not have 1m spacings and the drawing does not illustrate the cycle parking to be covered, a revised drawing will therefore be required illustrating these requirements. This is a recommended condition.
- 4.6 A Framework Travel Plan has been submitted but this only targets the reduction of car journeys associated with staff and not the pupils, however pupils are more likely to generate most of the car journeys to the site through the drop off and pick up by parents. Although this Framework is not acceptable this could be rectified through the Travel Plan which will be conditioned for submission and approval within 3 months of occupation.
- 4.7 Refuse storage has been illustrated within the site and a turning area for a refuse vehicle can be accommodated on the site and is therefore acceptable.
- 4.8 In the circumstances there are no transport objections to the proposal subject to conditions and informatives.

#### **Environmental Protection**

- 4.9 The application suggests that noise associated with the school will be limited to the beginning and end of the day during drop-off / pick-up because there will be no 'break out' space during the day. Usually playgrounds can be a source of noise, but it does not appear that this is part of the application, although in any case I would also expect that noise associated with break-time at a secondary school would be lower than that with younger children who wish to 'play' outside. Therefore there are no concerns about noise associated with the proposed development.
- 4.10 A contaminated land assessment has been carried out. No contamination of concern was found that would impact on the development or end users, however it was noted that some asbestos containing materials were found which would need disposal following correct procedures, therefore there are no objections due to contamination.

#### **Education**

- 4.11 No objection to the proposals, however, a request has been received from Maiden Erlegh to make planned use of the adjacent playing field owned in the main by the UTC and RBC (Alfred Sutton). The impact of acceding will put considerable physical pressure on the facility which will lead to deterioration unless improvements are made to the field. Further detail on sports provision and its use will be provided as part of an update report.

### **Natural Environment - Landscape**

- 4.12 Comments are with reference to the Tree Report from ACD, Existing & Proposed Site Plan 32338\_AP(00)07 Rev A, Temporary Works Phasing plan 32338\_AP(00)08 Rev A, Tree Protection Plan 32883\_LP(90)12A, Tree protection fence drawing dated 01.03.2015 (no ref), Landscape Proposals plan 32883\_LP(90)10B and Outline Soft Landscape Specification Notes 32883\_LP(90)001, dated 03.03.2015.
- 4.13 No objections to the temporary classrooms in relation to trees as these are sited on the existing car park. The minor changes to the ground levels are noted, none of which should detrimentally affect retained trees.
- 4.14 In terms of Landscaping, para 5.4.2 of the Planning Design and Access Statement and Landscape Proposals plan 32883\_LP(90)10B refer to meadow grass, which is taken to be the details provided in 2.11 of the Outline Soft Landscape Specification Notes 32883\_LP(90)001, dated 03.03.2015. A condition is therefore required to ensure meadow grass planting in accordance with these details.
- 4.15 No trees or shrubs are proposed as part of this application therefore the remainder of Outline Soft Landscape Specification Notes 32883\_LP(90)001, dated 03.03.2015 is irrelevant. For the applicant's future reference, the officer is not convinced by the doming of tree pits, as specified in the last sentence of para 1.5.
- 4.16 It was noted that the work areas for Phase 2 and Phase 3 as shown on Temporary Works Phasing plan 32338\_AP(00)08 Rev A conflicts with tree retention and tree protection requirements. An amended plan (Temporary Works Phasing plan 32338\_AP(00)08 Rev B) was provided and this was considered satisfactory subject to the condition regarding tree protection.
- 4.17 As a last point, in relation to the Tree Report, it is expected that an up-to-date tree survey will be submitted with the full application given that the one submitted with this application is nearly 3 years old.

### **Ecology**

- 4.18 No comments received.

### **(iii) Public Consultation**

- 4.19 The applicant held an open evening for parents on 11<sup>th</sup> February 2015, which was also attended by neighbours of the site.
- 4.20 90, 90A, 90B, 92, 94, 96 & 98 Bulmershe Road; 103, 103A, 105, 142 and 144 Hamilton Road, 19 & 23 Whiteknights Road, Hamilton Centre and Lakeside Care Home were consulted. The summary of four responses is as follows:
- Bulmershe Road is a quiet private road - sensitive boundary to be respected. All trees to be retained in order to provide as much privacy as possible, and ultimately to ensure that the outlook from the houses that front Bulmershe Rd, which has always been open, is made as pleasant as possible.
  - Parking/ Traffic Issues - if the football continues on Saturday mornings. Currently parking for football on Saturdays occupies all three old tennis courts and sometimes the field. It will be totally unacceptable if because of the construction of the temporary buildings parking is restricted and cars are parked on local roads causing congestion. The 35 car park spaces for Hamilton Centre for adult education appears insufficient, given the present car park occupies the entire hard standing area and is fully utilised at weekends. Local roads are already over loaded and drop off and pick ups and construction traffic is not mentioned.

- The site will be over developed with the erection of a 900 pupil school, the temporary classrooms and enabling works for this development should not proceed.
- What is the justification for 0.8 carpark spaces per full time staff? How many visitors are catered for? How will special events such as parent teacher's evenings be catered for? Closest alternative parking is in Zone 2.
- The proposal will impact the Conservation Area and Potential Green Links
- Condition should be included to ensure removal of temporary classrooms in July 2016 and that site must be returned to a specific condition by a particular time.
- Use of Bulmershe Road is not mentioned - The safety issues with an unmade road, contractor traffic and inadequate street lighting and footpaths are not considered. The road is likely to be used by contractors and parents at peak school run times and over flow parking. During the winter this combination is potentially fatal.
- Physical problems with Crescent Road and Bulmershe Road which will need to be addressed.
- Compliance with local and national planning policies not fully demonstrated in this application.
- Issues raised regarding details in the transport information including: What will the ratio of part time to fulltime staff be? Many resources shared with Maiden Erlegh increasing the number of part time staff above that of the basis of the survey; Why should percentages for the alternative modes for the temporary school be higher than existing Maiden Erlegh School? The need for some staff to work on both campuses will lead surely to a higher use of cars; The low number of staff and split of work across the two school sites will work against the effectiveness of car share schemes; Why is contractors traffic not considered in the trip generation? Plans appear not to include a covered cycle area.
- Contractor traffic for construction of the new school should also be considered as it will interact with this application.
- Temporary Works Phasing - where is the contractor parking?
- Trip generation not proven to be within the TVU limit when taking into account contractor traffic, UTC and the shared nature of the new facilities staff. The proposed permanent school is for 900 pupils, this will exceed the content threshold.
- This application proposes a reduction in car parking space adjacent to the Hamilton Centre from well over 100 spaces to 35, which makes zero allowance for car parking associated with the service run throughout every term-time week from the Hamilton Centre by WEA (Workers Educational Association) Reading Branch. Students are almost all retired people; Over 80% of them arrive by car, and park in the current Hamilton Road car park (which typically contains around 70 vehicles). There is no alternative parking nearby. If our students were unable to park WEA Reading Branch would have to close, Our courses are commissioned by Reading Borough Council (New Directions, Barry Wren / Jill Dray) and supported by the Skills Funding Agency.
- We support the building of the new Maiden Erlegh school, and look forward to identifying how the current plans can be developed so that the needs of our students can continue to be accommodated and the site (including the Hamilton Centre) can become a major educational hub for this part of Reading for people from early childhood to old age.
- Crescent Road is used heavily morning and afternoon. Parking on the section between Hamilton and Eastern Avenue is such that often this section blocks completely at peak times. Although the hope is that most pupils will walk



to the school it is inevitable there will be an amount of additional traffic once 900 pupils are in place, so traffic control along Crescent Road will need to be changed to ensure it can cope with volume, and to ensure no accidents occur with pedestrian children attending any of the 3 schools (incl. UTC with 750 max students) at that end of Crescent Road.

## 5. RELEVANT PLANNING POLICY AND GUIDANCE

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant policies in the National Planning Policy framework (NPPF) - among them the 'presumption in favour of sustainable development'.

5.2 The following national and local planning policy and guidance is relevant to this application:

### National

National Planning Policy Framework (NPPF)  
National Planning Policy Guidance

### Reading Borough Local Development Framework - Adopted Core Strategy (2008)

CS1: Sustainable Construction and Design  
CS2: Waste Minimisation  
CS3: Social Inclusion and Diversity  
CS4: Accessibility and Intensity of Development  
CS5: Inclusive Access  
CS7: Design and the Public Realm  
CS9: Infrastructure, Services, Resources and Amenities  
CS20: Implementation of Reading Transport Strategy  
CS22: Transport Assessments  
CS23: Sustainable Travel and Travel Plans  
CS24: Car / Cycle parking  
CS33: Protection and Enhancement of the Historic Environment  
CS36: Biodiversity and Geology  
CS38: Trees, Hedges and Woodlands

### Reading Borough Local Development Framework - Sites and Detailed Policies Document (2012)

SD1: Presumption in Favour of Sustainable Development  
DM3: Infrastructure Planning  
DM4: Safeguarding Amenity  
DM12: Access, Traffic and Highway-related Matters  
DM17: Green Links  
SA7: Crescent Road Campus

### Reading Borough Council Supplementary Planning Documents

Revised Parking Standards and Design SPD (2011)  
Planning Obligations under Section 106 (2015)  
Revised Sustainable Design and Construction (2011)

## 6. APPRAISAL

### (i) Principle of Development

6.1 Until a few years ago, this site was part of the overall site for the university teaching facility (D1 use) operated by Thames Valley University/ Reading College. In 2012 permission was granted for the UTC, which lies to the east, which was a refurbishment and remodelling of part of the building. Policy SA7 of the Sites and Detailed Policies Document (2012) sets out the specific allocation for this site for Further and Higher Education (FHE). Where FHE is not required the policy allows for other education uses. This proposal for a temporary school would be in accordance with the adopted policy position.

### (ii) Design and Appearance

6.2 The proposals include two temporary blocks of approximately 7m in height above ground level. They are of a simple design serving a functional purpose for a temporary period. It is not considered that the scale of the buildings nor their appearance will have a detrimental effect on the character and appearance of the adjacent Conservation Area. A condition is recommended to control the removal of the temporary buildings. The buildings would not be in conflict with policies CS7 and CS33 of the Core Strategy.

### (iii) Residential Amenity

6.3 The blocks are located at some 21m from the nearest residential property at Hamilton Road, as such it is considered that there would be no significant detrimental effect on the amenity through loss of privacy, overlooking or being overbearing.

6.4 The temporary school would not have 'break out' space during the school day, so any noise and disturbance from pupils would be limited to the arrival and departure times.

6.5 The development would generate traffic movements itself, but these would be relatively limited.

6.6 There would be some disturbance from the construction activity, but this will be limited so as to ensure that there is no unacceptable disturbance in terms of noise, dust or construction traffic. A condition is recommended that a Construction Method Statement be submitted and approved and undertaken in accordance with the CMS.

6.7 On this basis it is considered that the proposals would be acceptable in respect of the amenity of surrounding uses, in accordance with Sites and Detailed Policies Document Policy DM4, CS20 and DM12

### (iv) Transport and Access

6.8 The temporary school will accommodate 180 pupils and 20 FTE staff. This will not increase the total number of pupils over and above the already permitted 1200 for the overall Crescent Road site (taking into account 600 at the UTC), this is therefore considered acceptable from a transport point of view.

6.9 The car parking provision is in accordance with the ratio of 0.8 spaces per FTE staff that has been agreed by the Council for the whole site which is based on the

accessibility of the site and its close proximity to the boundary of Zones 2 and 3 of the Councils Parking Standards and Design SPD.

- 6.10 Consultation has raised concerns regarding the areas of parking which will be lost and the impact on users of the Hamilton Centre and the sports pitches and the resulting effect on the local roads from parking.
- 6.11 Some of the area currently used for parking, was at some point in the past used for sports provision (tennis courts), however over time the whole area to the south of the existing buildings has been used for parking and since TVU (latterly Reading College) moved site to Kings Road, the land has been informally used for parking by a variety of users, with it appears no formal arrangement with any specific group. There is an agreement that the Hamilton Centre will retain 35 spaces. It should be highlighted that the general area managed to function previously with far fewer car parking spaces, not only for a site which accommodated 1200 pupils, but at a time when the Hamilton Centre also existed and the sports pitches were being used. The temporary application would only add an additional 180 pupils and 20 staff to the existing UTC site and therefore the level of parking provision is considered to be appropriate.
- 6.12 The proposed car parking space for the school would be available to other users outside of school hours. In addition there has been an initial agreement that users of the sports pitches will be able to use car parking at UTC and Alfred Sutton Primary School out of operational hours of those buildings.
- 6.13 It should be noted that adopted policy SA7 includes a provision that should there be additional vehicular traffic along Crescent Road, over and above that generated by the former FHE use, then the remainder should be accessed via an upgraded Bulmershe Road.
- 6.14 The Transport Statement submitted sets out research carried out by the School and shows that to a large extent the pupils expected to attend the school live within walking and cycling distance. Notwithstanding this, any traffic generation generated by the dropping off and picking up of children, as well as staff movements, needs to be targeted through a Travel Plan and a condition is recommended. A review of the travel plan is also recommended as a condition, so that in the event of any reduction not being secured, the school shall undertake measures, to cause a reduction in the number of car borne trips. This could include such options as a greater provision of subsidised transport.
- 6.15 It is considered that subject to the recommended conditions, the temporary school proposals are acceptable in respect of highway safety, vehicle parking, servicing and accessibility in accordance with Policies CS20, CS24 and DM12.

(vi) Landscaping & Ecology

- 6.16 The proposal include for seeding of regarded slopes with meadow grass, to be retained for the proposed permanent site, retention of existing trees and some new fencing. These are considered acceptable subject to recommended conditions and in accordance with Policies CS7, CS33, CS36, DM17 and DM18.
- 6.17 The wildflower link along the Bulmershe road frontage and across the edges of the car park is considered acceptable in terms of responding to contributing to achieving the enhancement of the Green Link, in accordance with Policy DM17.

(vii) Infrastructure Provision (Section 106 and Community Infrastructure Levy)

6.18 Community Infrastructure Levy (CIL) was implemented by the Council from April 1<sup>st</sup> 2015. Although the proposed scheme would be CIL liable development, because education facilities attract a zero CIL charge in the Borough there would be no CIL payable for this scheme.

6.19 No Section 106 contributions are sought.

(viii) Equality

6.20 In determining this application the Council is required to have regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sexual orientation. Consultation on the current application has raised issues that retired and disabled people attending educational classes at the Hamilton Centre would be affected by the proposals as a result of the loss of parking close to the Hamilton Centre. However, the proposal would include for 35 spaces for the Hamilton Centre and the school parking would be available out of school hours as well as existing on-street parking. It should be noted that the existing areas used for parking are done so on an informal basis as the parking is not formally allocated to the Hamilton Centre. In terms of the key equalities protected characteristics it is considered there would be no significant adverse impacts as a result of the development.

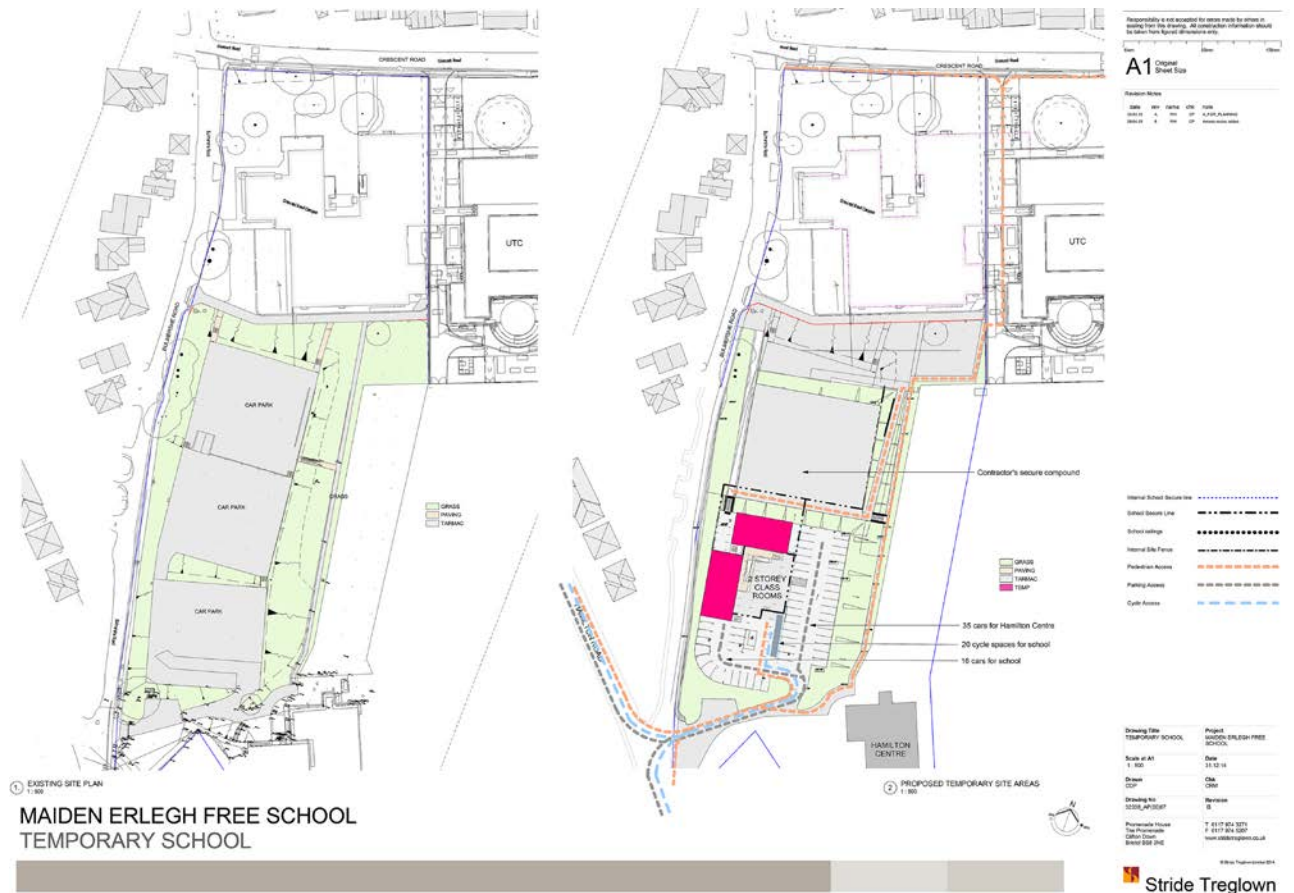
## 7. CONCLUSION

7.1 The proposed development is considered to be acceptable in the context of national and local planning policy and other material considerations as set out in this report. As such the application is recommended for approval.

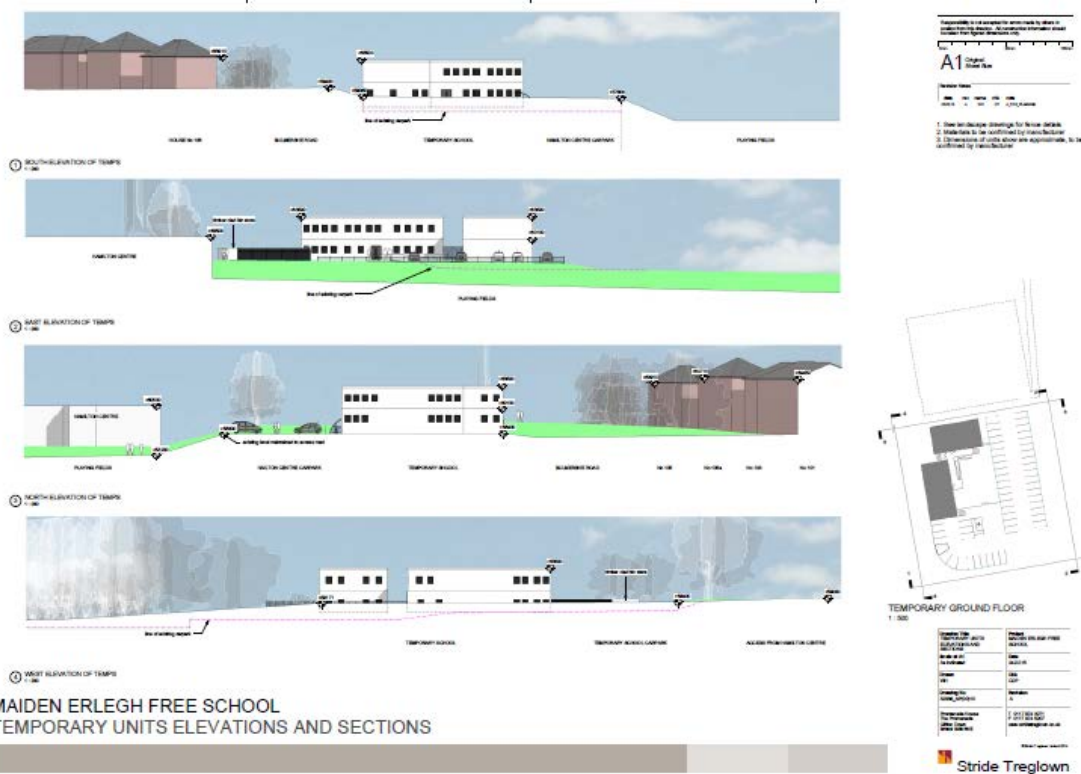
Case Officer: Alison Amoah

# APPENDIX 1: APPLICATION DRAWINGS

## Existing and Proposed Site Plan



## Proposed Elevations



# Phasing

