

**Design & Access Statement**

In support of an application for

**Outline Planning Permission with One Matter Reserved**

At

**The Church Road, Clacton Campus**

of the

**Colchester Institute Corporation**

On Behalf of

**Marble Arch Group Limited**

**March 2024.**

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## 1.0 Background

- 1.1 The former educational facility in Church Road was the Clacton campus for the Colchester Institute Corporation which provides technical training for young people leaving school.
- 1.2 As reported in the Colchester Gazette, in March 2020 the decision was made to close the Clacton campus due to falling student numbers thereby allowing the Institute to concentrate on its Colchester and Braintree campuses.
- 1.3 The site was then acquired by Stone Crest Homes which firm entered into a joint venture with Churchill Retirement Living Limited (CRL) to demolish the existing buildings and redevelop it to provide living accommodation for older people comprising 61 retirement living apartments.

**Below:** The Proposed Redevelopment of the Site by Churchill Retirement Living Limited



- 1.4 CRL submitted a planning application in November 2021 and as notice wasn't given within the prescribed period of a decision CRL appealed the application.
- 1.5 An Inquiry was held in September 2022 and the appeal was dismissed.
- 1.6 CRL subsequently relinquished all interest in the site.
- 1.7 Stone Crest Homes as owners of the site have appointed Barefoot & Gilles to establish an appropriate strategy for redevelopment.
- 1.8 At present, despite the best efforts of the owners, the site is a focus for anti-social behaviour and both the owners and the Local Authority are keen to establish a viable strategy for redevelopment which will not only remove the continual threat of public nuisance but will also provide high-quality residential accommodation in an established residential area.

## **2.0 Planning History.**

- 2.1 Clacton College, as the building is known locally, dates back to the 1960's and is very much of its time. The decision to close the building in March 2021 provided the opportunity for redevelopment and in November 2021 an application was made to erect a four-storey building providing 61 retirement living apartments (Ref. No. 21/02027/FUL dated 25.11.2021). This was intended as living accommodation for people over 60 years of age and included communal facilities, access, car parking and landscaping.
- 2.2 Subsequently an appeal was made against the failure of Tendring District Council (TDC) to determine the application App. Ref. P1560/W/22/3295313 and inquiry was held on 20-22 and 27<sup>th</sup> September with a site visit on 23<sup>rd</sup> September. A decision was made on the 6<sup>th</sup> December where the appeal was dismissed (See Appendix A: Appeal Decision Ref. No. APP/P1560/W/22/3295313).
- 2.3 The decision to dismiss the appeal is relevant to this application as it refers to the putative reasons for planning refusal put forward by Tendring DC. All of these were rejected with the exception of consideration of whether the proposals would enhance the character or appearance of the Clacton Seafront Conservation Area (CSCA).
- 2.4 The appeal decision refers specifically to six possible putative reasons for rejection; (1) education use, (2) car parking, (3) appearance of the Clacton Seafront Conservation Area, (4) East Coast RAMS, (5) economic viability excluding the provision of affordable housing, and (6) contributions for public amenity (6) and rejects all but item (3) of these. Whilst the appearance of the Clacton Seafront Conservation Area was regarded as a valid reason for refusal all the others were regarded as either irrelevant or capable of satisfactory conclusion.
- 2.5 In considering the appeal, therefore, the planning inspector's primary consideration was the effect of the scheme proposed by CRL on the character or appearance the Clacton Seafront Conservation Area.
- 2.6 The Appeal Decision discusses various aspects of the character of the area surrounding the applicant site and therefore reference is made in this Design and Access Statement to the conclusions drawn by the planning inspector. The relevance of these conclusions to the current proposals is also discussed in the various Sections below.

## **3.0 The Applicant Site.**

- 3.1 The applicant site is located in a residential area within the settlement boundary of Clacton on Sea and is within the Clacton Seafront Conservation Area (CSCA). It should be noted, however, that the status of the applicant site within the CSCA is currently under review (See Section 13.0 Item 13.4 below).
- 3.2 The site is in a sustainable location as it is close to the town centre and to the railway station which provides the opportunity for commuting to London and also to regional employment centres.
- 3.3 The applicant site is approximately rectangular with frontages to Church Road to the North, Harold Road to the West and Thoroughgood Road to the East. The Southern boundary adjoins residences accessed from Harold Road and Thoroughgood Road.



**Below:** Aerial view of the Applicant Site (image from Google Maps).



3.4 The total area of the site is 0.25 Ha (0.62 acres).

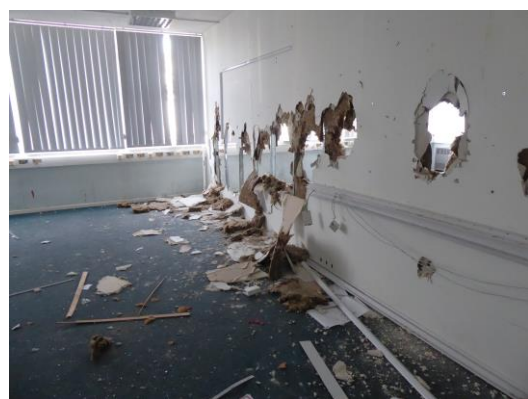
3.5 The site is currently occupied by the former Colchester Institute building which comprises a four-storey classroom and administration building to the East of the site and an auditorium building to the West.

**Below:** A Historic Aerial View of the Colchester Institute Building



- 3.6 The building is now vacant and has been subject to extensive vandalism and has been the source of a good deal of anti-social behaviour in the immediate neighbourhood.
- 3.7 The building has been subject to external damage and the near-continuous unauthorised occupation of the building has resulted in the almost total destruction of the internal partitions and fittings of the building.

**Below:** The Current State of the Existing Building – Externally and Internally





3.8 The main classroom and administration building has a regular floor plan with level floors and a framed structure which lends itself to conversion. The auditorium is, however, very much a single-purpose building which precludes any alternative use.

3.9 The proposal is, therefore, to demolish the auditorium and to retain and convert the main classroom block to residential use. The appeal decision recognises that the auditorium has a negative impact on the street scene overall and there would therefore be no objection to its demolition.

3.10 The roof of the existing classroom block is to be removed and replaced by additional storeys of residential accommodation.

3.11 The area of the site currently occupied by the auditorium is to be redeveloped for new housing and car parking.

#### **4.0 Use.**

4.1 The proposal is to redevelop the site to provide general purpose housing without age restriction and to offer a range of apartment sizes.

4.2 Residential use is compatible with the surrounding area and will contribute to sustainable development within the built-up boundary of Clacton on Sea (see Item 3.2 above).

4.3 Residential development will allow a brownfield site to contribute to the social and economic activity of the area.

#### **5.0 Amount**

5.1 The proposal is to develop the site to provide:

- 40 x 1-Bed 1-Person Flats
- 16 x 1-Bed 2-Person Flats
- 15 x 2-Bed 3-Person Flats
- 5 x 2-Bed 4-Person Flats

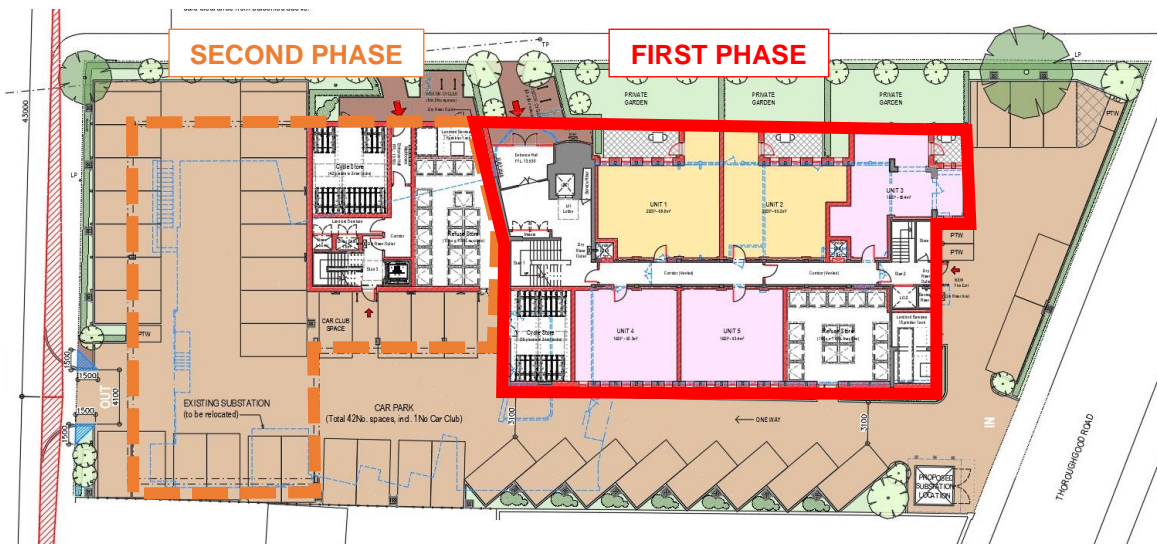
5.2 In addition, the scheme provides 42No car spaces including 1No car club space (55% coverage for the flats), 4No powered two-wheel vehicle spaces, min.76 No secure cycle spaces for residents (1No per flat) and min.10 No visitor cycle spaces.

5.3 All the Flats comply with the Nationally Described Space Standards (NDSS).

## 6.0 Site Layout

- 6.1 The proposed layout responds not only to the building form set by the existing building but also to the likely sequence of redevelopment. The former classroom and administration block is likely to be converted and extended in advance of the new-build and the proposed layout is arranged to accommodate this sequence.

**Below:** The Existing Building is Likely to be Converted in Advance of the New-Build



- 6.2 The completed complex, both conversion and new-build, will cover only approximately 32% of the available site area at Ground Level and the area not occupied by building will provide the following:

- 42No car spaces including 1No space for a car club vehicle.
- 2No delivery bays for everyday deliveries thereby enhancing the sustainability of the site.
- The current location of an electricity sub-station would place it beneath the Harold Road frontage of the new-build which contravenes UKPN recommendations. The proposal is therefore to relocate the sub-station to a location which places it in open air.
- The car parking areas are proposed to be permeably paved and provide sufficient open area to accommodate drainage attenuation tanks beneath the parking areas. (See also 'Drainage Section 16.0 below).
- Areas of planting will be provided and replacement trees in accordance with planning policy (See also 'Landscaping' Section 10.0 below).



**Below:** The Site Plan Upon Completion (First Floor Shown)



## 7.0 Building Layout

Conversion of the Existing Building

7.1 The first phase of development will comprise the conversion and extension of the existing classroom and administration block. This phase, upon completion, is intended to be functionally autonomous both in terms of site layout and internal arrangement.

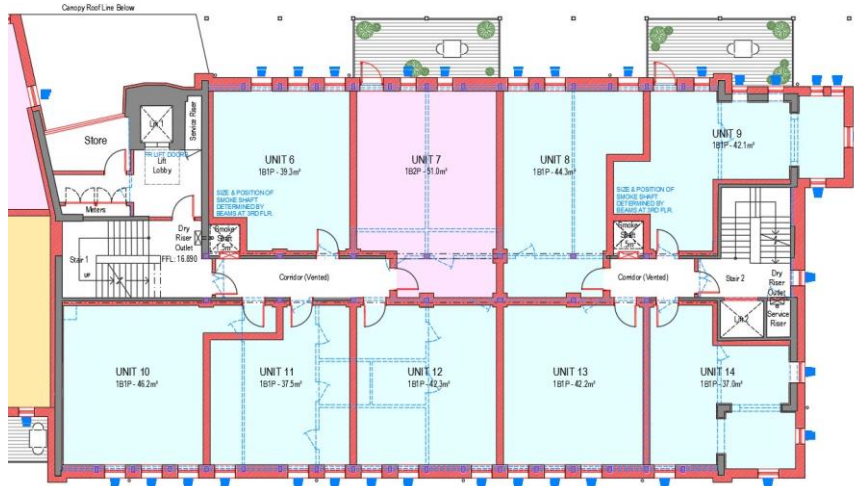
**Below:** The Ground Floor of the Existing Building as Converted



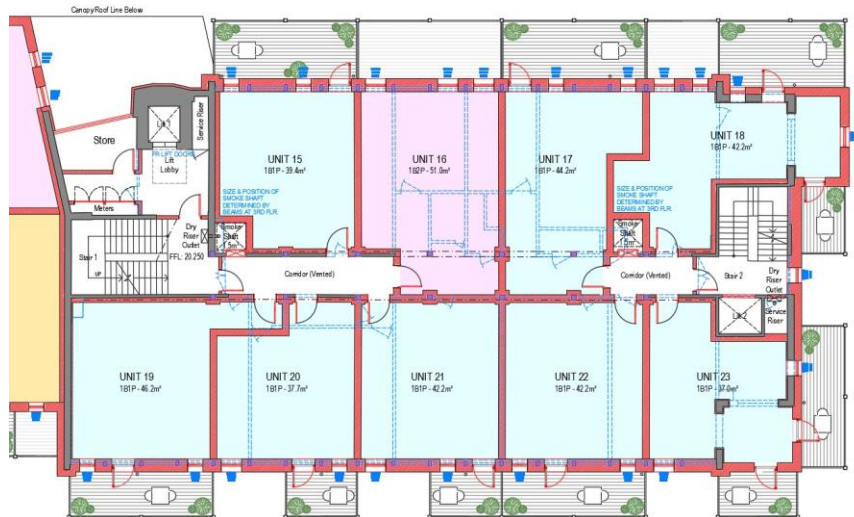
7.3 The Ground Floor will include 5 x 1-Bed 2-Person Flats, 1 x 2-Bed 4-Person Flat and 1 x 2-Bed 3-Person Flats, sufficient bin storage to serve the Flats in the first phase, cycle storage and a Plant Room.

- 7.4 The existing First and Second Floors will be converted to residential accommodation. Cycle stores are provided at each floor which will enable residents to access their cycles without leaving the building. Balconies are to be fitted as amenity spaces for Flats above First Floor level.

**Below:** The Existing First and Second Floors as Converted:



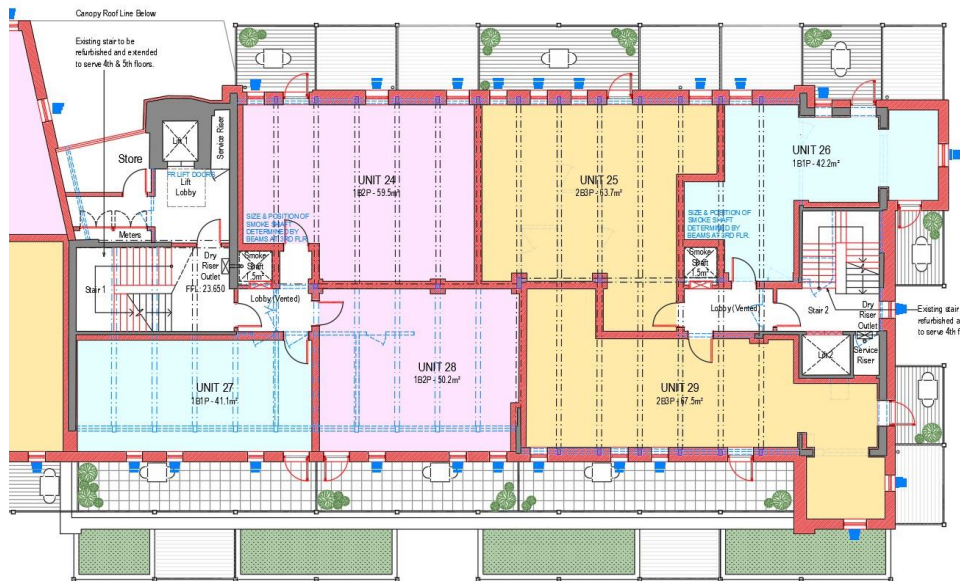
FIRST FLOOR



SECOND FLOOR

- 7.5 The existing Third Floor steps back which provides the opportunity to create terraces for the South facing Flats. Balconies are to be fitted to the North and East elevations.

**Below:** The Third Floor as Converted



- 7.6 The existing profiled sheet roof is to be removed and a Fourth and Fifth Floor added.

**Below:** The New Fourth Floor Extension (See Item 7.11 for Fifth Floor and Roof Plan)



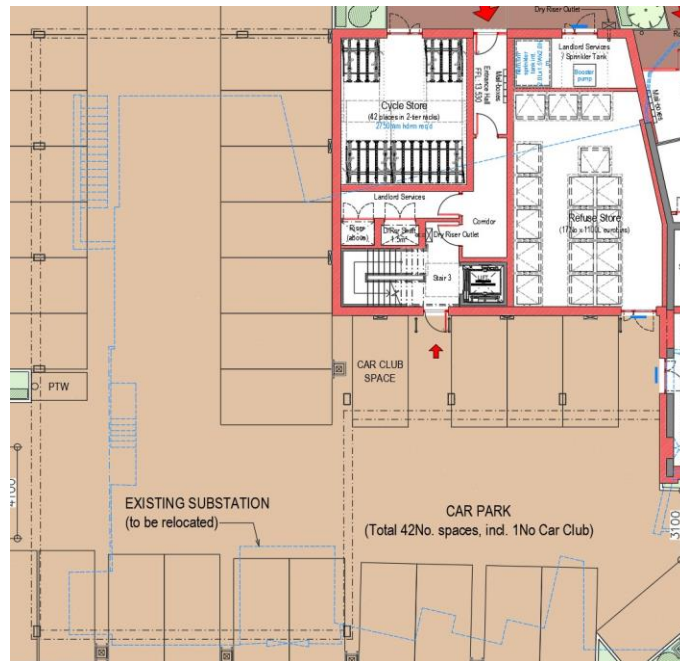
- 7.7 The existing Stair and Lift Core is to be extended to serve the Fourth and Fifth Floors.



New Build

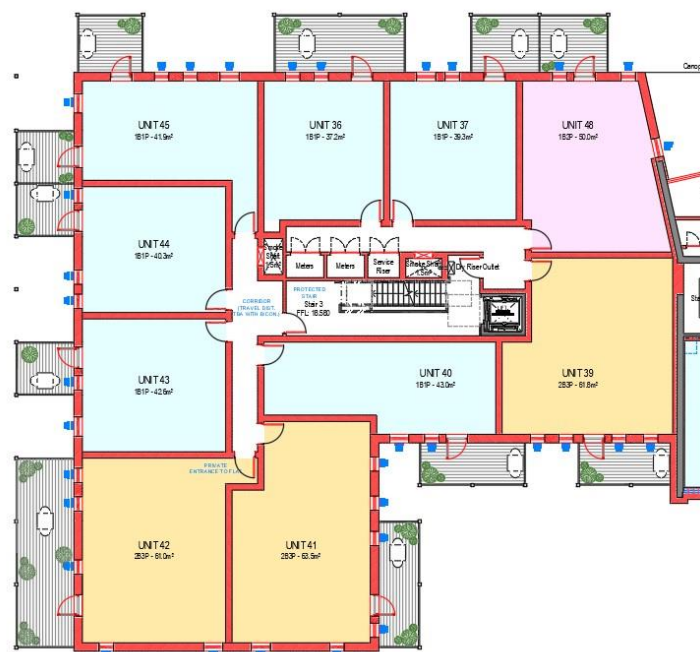
7.8 The Ground Floor of the new build will comprise a single 1-Bed 1 Person Flat, cycle storage, refuse storage and undercroft car parking.

**Below:** The Ground Floor of the New Build

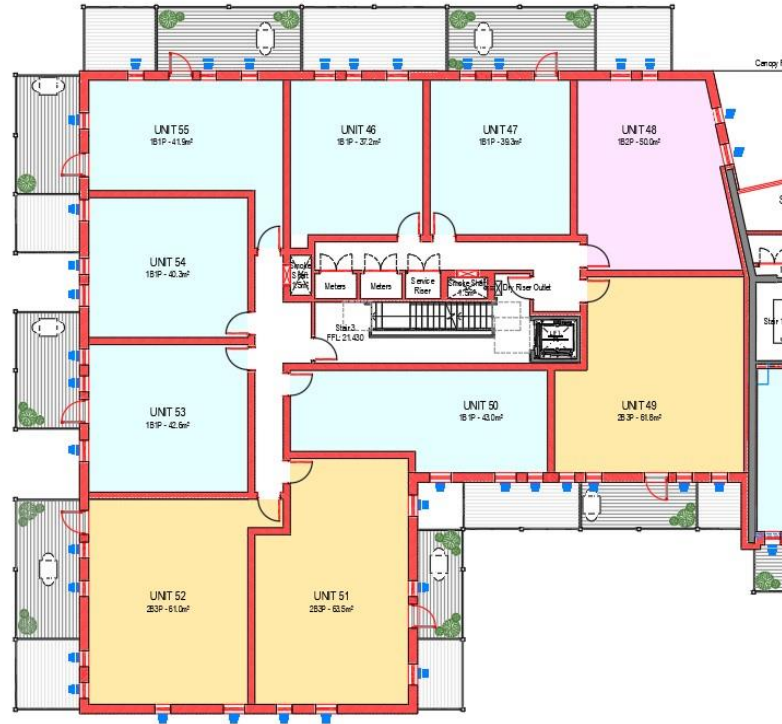


7.9 The First, Second and Third Floors of the new building follow the depth of the existing building and turn to form a frontage to Harold Road.

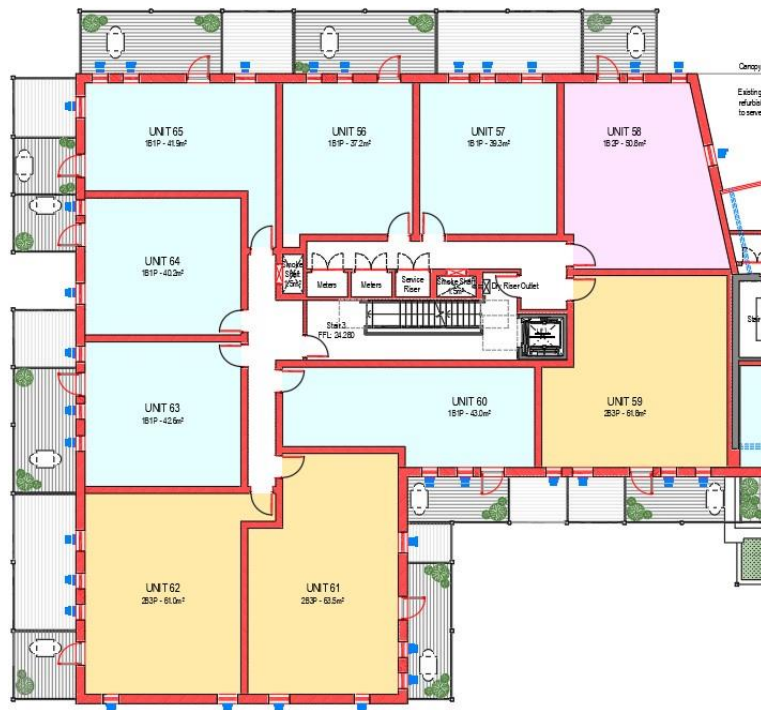
**Below:** The First, Second and Third Floors of the New Build.







SECOND FLOOR



THIRD FLOOR

7.10 The Fourth Floor steps back from the Church Road and Harold Road frontages enabling roof terraces to be created for the North and West facing Flats, balconies are provided for the South and East facing Flats at this level.

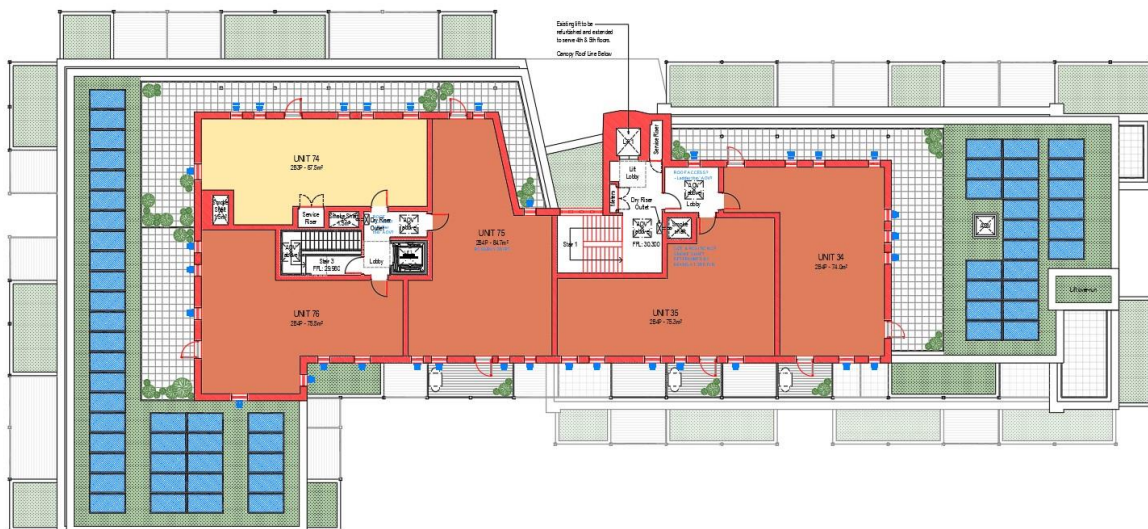
**Below:** The Fourth Floor Flats of the New Build



7.11 The Fifth Floor steps further back from the North, West and East elevations to create a series of roof terraces as part of the demise of each Flat.

7.12 Areas outside the terraces allocated to each Flat will provide the opportunity for planting and for photovoltaic (PV) panels.

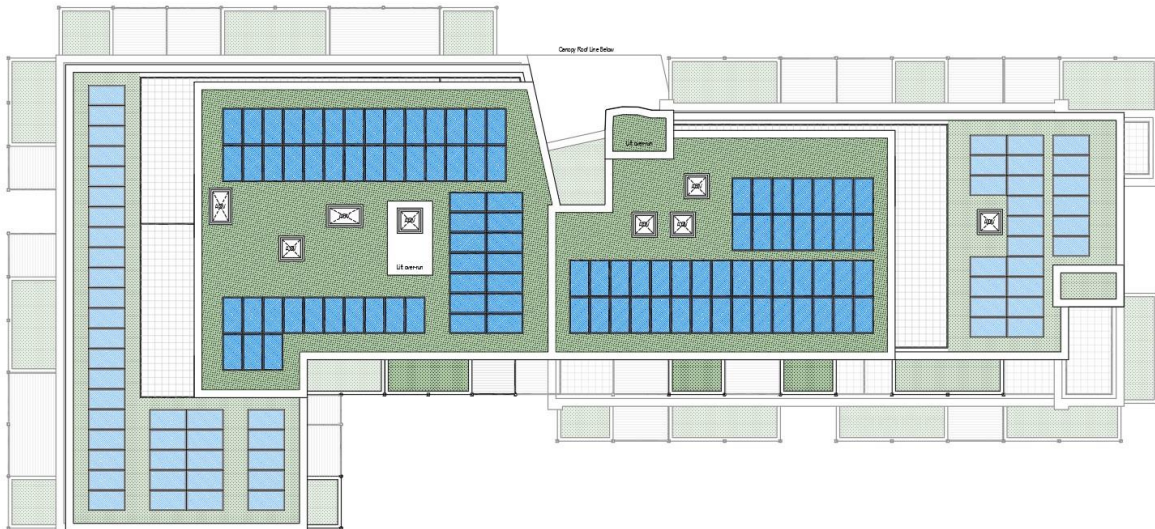
**Below:** The Fifth Floor is to be Set Back to Create Terraces



7.13 The terraces for each Flat are to be paved with planters provided by the management of the building. Areas outside the terraces will provide the opportunity for green roofs to enhance the biodiversity of the development (See also 'Landscaping' Section 10.0 below).

- 7.14 Both the roof to the Fourth Floor and the roof to the Fifth Floor are to accommodate both a green roof and a PV array.

**Below:** Green Roof and PV Arrays to the Fourth and Fifth Floors.



## 8.0 Scale

- 8.1 Scale and appearance are key issues in the consideration of this application and this was recognised in the reference made by the appeal decision to TDC's one remaining putative reason for refusal (See Item 2.4 above):

*'Whether the proposal would preserve or enhance the character or appearance of the Clacton Seafront Conservation Area'.*

The appeal decision by the planning inspector refers to the Council's use of the existing building as a baseline when considering an appropriate scale for redevelopment (Paragraph 14). The inspector goes on to state, however, that the applicant site sits within 'a varied area where both building heights along the surrounding road(s) and the appearance of the buildings are mixed' (Paragraph 15). The inspector states that on this basis 'it would be reasonable to have a higher building on the western area of the site' (Paragraph 15). The comment refers to the proposals put forward by Churchill Retirement Living Ltd which proposed a 4-storey tower at the junction of Church Road and Harold Road.

- 8.2 Paragraph 15 of the appeal decision states that 'a well-designed building of the scale proposed could be acceptable in principle'.
- 8.3 On this basis a 4-storey frontage to Harold Road, Church Road and Thoroughgood Road could be acceptable in principle dependent upon the design put forward.
- 8.4 The contribution that the proposed scheme would make to the heritage value and character of the area is largely determined by the architectural treatment of the elevations. The appeal decision provides constructive criticism of the architectural treatment of the scheme presented for appeal and this has informed the current proposals which are discussed in more detail in Section 9.0 below. The scale of the current scheme should, however, be placed in the wider context of buildings in the surrounding area.



- The former Grand Hotel at the corner of Thoroughgood Road and Marine Parade East, for example, is a Grade II Listed building rising to 4-storeys which with its high ceilings and prominent corner turrets presents a frontage to both thoroughfares which equals or exceeds the height of the road frontages of this application.
- At the corner of Church Road and Vista Road and one block along from the applicant site a twentieth century apartment block rises to 4-storeys.
- Closer to the site at the corner of Harold Road and Church Crescent is a 3½ - storey residential building and an apartment block adjacent to the Southern boundary of the site facing Harold Road rises to 3 storeys.

8.5 Paragraph 15 of the appeal decision states that a 4-storey frontage to the surrounding streets could be acceptable (Items 8.2 and 8.3 above). Taking into consideration the varied heights and architectural treatments of the surrounding area (Item 8.4 above) the current proposals develop further this variety by not only retaining the 4-storey frontage but also stepping the frontage back at Fourth Floor level and then finally stepping further back to form a series of penthouse Flats at Fifth Floor level.

8.6 By stepping the Fourth Floor back to all three road frontages and then stepping further back at Fifth Floor level the resultant massing of the building creates a rhythm which is compatible with the rise and fall of residential development to the South of Church Road.

8.7 Earlier heritage assessments of the site point out that the grid-like layout of the late nineteenth and twentieth century development in the Eastern sector of the CSCA restricts to a certain extent the views to the site. The strict regulation of the street pattern creates a tunnel-like effect which will allow only part of the proposed building to be revealed as the site is approached along Church Street. Stepping back the building at the upper floors will mean that the massing of the building will become apparent as one draws closer to the site. This will add to the visual interest in what is an otherwise neutral visual environment.

8.8 A 4-storey frontage to the Church Road, Harold Road and Thoroughgood Road will ensure that the development is compatible with the site's immediate neighbours along Church Road.

**Below:** The Church Street Frontage



## 9.0 Appearance.

9.1 The planning inspector states in the appeal decision that a building of a larger scale than those in the immediate vicinity of the site will be acceptable dependent on its design (Paragraph 18):

*...the execution of the seaside architecture approach would in my view be the key to the success of the scheme in its entirety preserving or enhancing the CSCA'*

In order for this comment to inform the design of the current proposals, the term 'seaside architecture' needs further examination and reference to the history of coastal resorts provides a useful insight into the development of this architectural form.



- 9.2 Clacton was developed as a seaside resort in the late nineteenth century and early twentieth century along with many other coastal towns in East Anglia. Employers in many industries saw the advantages of their work force having an annual holiday and as a result the wealth and population of towns such as Southend, Clacton, Southwold, and Great Yarmouth increased rapidly.
- 9.3 Clacton Pier opened in 1871 allowing day trippers from London to arrive by steamship bringing a ready demand for entertainment and in 1882 Clacton railway station was opened linking the town with London and the provinces which resulted in the development of the town as a substantial holiday resort.
- 9.4 Although only partially completed, the plans put forward by entrepreneur Peter Bruff in the 1870's were carried out in the late nineteenth century. To these plans was added the Grand Hotel in Marine Parade East completed in 1897 and as a Grade II Listed building is the most significant historic building in the locality of the applicant site.
- 9.5 The rapid expansion of coastal towns such as Clacton on Sea with an emphasis on recreation created a type of development which has become known as 'seaside architecture'. Seaside architecture can embrace a wide variety of eclectic styles and architectural treatments but is characterised by a light-hearted use of decoration and an unselfconscious adoption of virtually any architectural trope that appealed to the developer. Balconies and large windows made full use of sunlight and sea views, 'exotic' planting took advantage of the temperate marine climate and the availability of artisan craftsmen enabled the detailing of these buildings to be fully indulged.

**Below:** Examples of Seaside Architecture in East Anglia



- 9.6 The nineteenth century seaside resorts convey an exuberance and a 'laissez faire' attitude which is almost impossible to reproduce today. Leaving aside the availability of suitable craftsmen, various attempts to achieve historically referenced 'seaside architecture' will always be open to criticism as 'pastiche'. The various 'Seaside' developments in Florida by Leon Krier and others and Port Grimaud on the Cote D'Azur are all successful commercial ventures but lack authenticity.

**Below:** Port Grimaud on the Cote D'Azur – a Pastiche Lacking Authenticity



- 9.7 The appeal decision is critical of the CRL proposals as 'convoluted and monotonous' (Paragraph 20) adding that they 'lack the appropriate proportions and detail to be read as seaside architecture along with the existing buildings' (Paragraph 23) and that 'the details shown to be applied to the appeal scheme would differ in proportion to those they seek to emulate' (Paragraph 20). The inference to be drawn from these comments is that the CRL scheme is essentially an unsuccessful pastiche of the surrounding seaside development.
- 9.8 In order to avoid this criticism and achieve a valid form of contemporary 'seaside architecture', reference should be made to the elements which first motivated the original developers of coastal resorts. This approach will arrive at a contemporary design which complements rather than emulates the surrounding development.
- 9.9 The scale of the proposed building is examined in Section 8.0 and it can be seen from this that both the existing building and the proposed new-build extension can produce a form which responds to the rise and fall of the street frontage to Church Road. Stepping the building back from the road creates the opportunity for a series of terraces which can be planted.
- 9.10 Quite apart from the amenity provided by balconies and terraces, the visual interest that they can give to a building transcends mere function and can allow a playful interplay of spaces, and shadows as this example from Vélizy Morane Saulnier Apartments below demonstrates.

**Below:** A Dynamic Arrangement of Balconies





## Barefoot & Gilles

- 9.11 In addition to the balconies, the existing building will be re-clad in a variety of materials including, render, ceramic tiles, and timber boarding to provide a colourful and varied 'backdrop' to the system of balconies which will be applied to the elevations.
- 9.12 Although the site is some way 'inland' from the seafront, nevertheless many of the flats, particularly at high level will enjoy sea views. In the tradition of seaside architecture windows will be as large as possible within the recent constraints imposed by Part O of the Building Regulations (overheating).
- 9.13 The combination of terracing, balconies and suitable planting (See Landscaping Section 10.0 below) will result in elevations with depth, variety and colour which will creating a modern interpretation of seaside architecture.

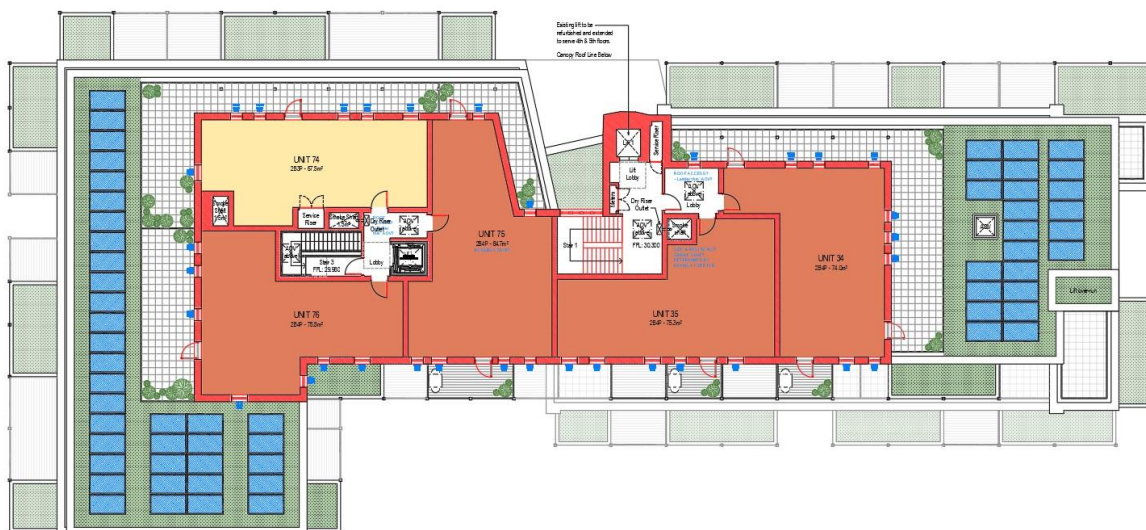
**Below:** The Proposed system of Balconies



**10.0 Landscaping**

- 10.1 Landscaping is a reserved matter in this application; however the provision and maintenance of the terraces and balconies is relevant to the appearance of the building (See Section 9 above).
- 10.2 The proposed massing of the building will create terraces large enough to accommodate private areas for each of the rooftop flats as well as green roofs which will increase wildlife habitat on the site.

**Below:** Rooftop at Fifth Floor Level Includes a Terrace and a Green Roof Area.



- 10.3 In order to retain a well-kept appearance for the building the green roofs will be maintained by central management paid for by service charges. The private areas for each of the flats will be paved to reduce any maintenance requirement but planters will be supplied by the management for the residents to plant and maintain.

**11.0 Ecology**

- 11.1 An ecology report has been commissioned which makes recommendations for landscaping to enable it to make a positive contribution to the area. (See Appendix B).
- 11.2 Similarly, a report has been commissioned which makes recommendations for achieving Biodiversity Net Gain (See Appendix C).

**12.0 Access and Parking.**

- 12.1 Both the existing access from Thoroughgood Road and Harold Road are to be retained and the site layout allows vehicles to enter the site from Thoroughgood Road and exit via the Harold Road crossover. This reduces the amount of space required for vehicle manoeuvring and allows chevron parking to be adopted along the Southern boundary.
- 12.2 The existing access into the classroom and administration building is retained and the hard landscaping in this area will be at a level to provide a flush threshold at the point of entry. In addition, access can also be gained from a doorway at the Eastern end of the building with a flush threshold at point of entry.

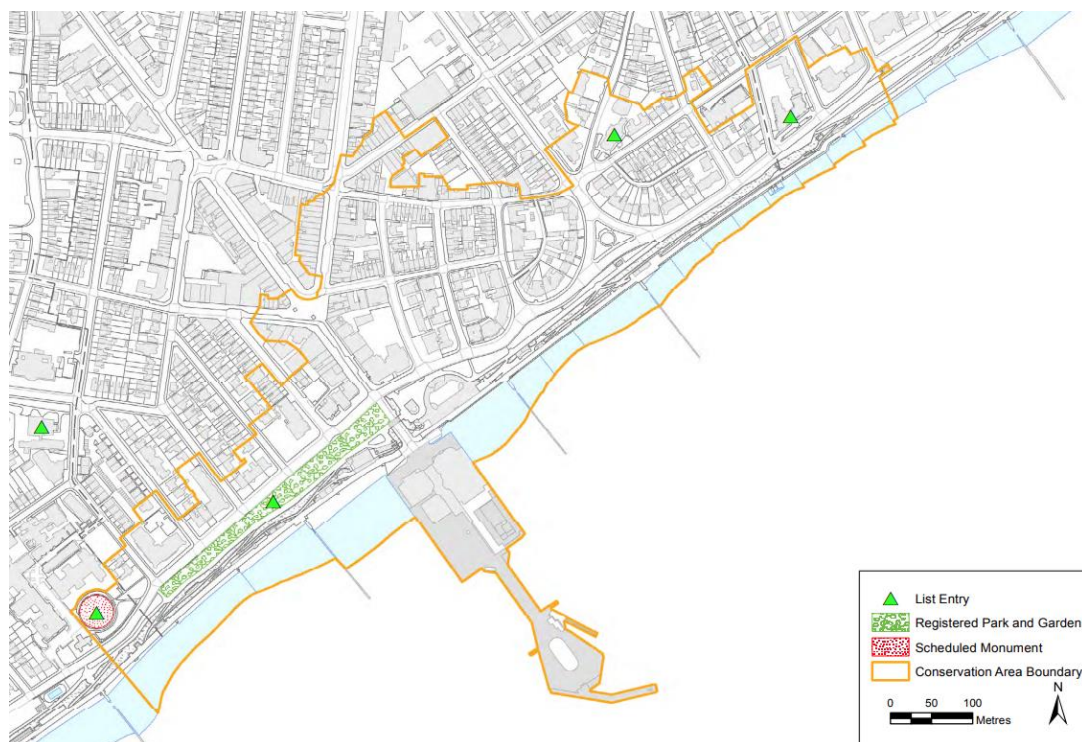


- 12.3 The existing Lift and both Staircases will be retained in classroom and administration building and both Lift and Staircases will be extended to access the new floors at Fourth and Fifth Floor level.
- 12.4 The new building will be accessed by a new Lift and Stair core again with level access at the point of entry.
- 12.5 All Flats will be accessible by lifts so that they will all be accessible to those with limited mobility.
- 12.6 Car parking accounts for 57% of the number of Flats including the car club. This falls short of providing one car space for each Flat. The site is, however, in a sustainable location with good links to many employment centres in the town. Many of the residents can be expected either to be employed locally without the need of a car for commuting or to travel to work by train using the railway station nearby.
- 12.7 Apart from high season in the summer when all the streets are lined with cars at weekends during the day, there is on-street car parking in most of the streets around the site and so any overspill from the site can be readily accommodated. A traffic impact study has been commissioned which addresses this issue (See Appendix D).

### 13.0 Heritage and Archaeology

- 13.1 The site lies within the Clacton Seafront Conservation Area which was first designated in 2001 and in March 2006 a Conservation Area Character Appraisal was carried out by Tendring DC. Using the information contained in this appraisal a report has been commissioned by the applicant which discusses the significance of the Conservation Area and the likely effect that the proposed redevelopment would have on its character (See Appendix E).

**Below:** The Clacton on Sea Seafront Conservation Area.



- 13.2 The report concludes that in terms of architectural syntax the buildings currently occupying the site make a negative impact on the surrounding character area. This negative impact is

exacerbated by the level of antisocial behaviour that the site currently attracts (See Item 1.8 above).

- 13.3 The report also considers the positive aspects of redevelopment and puts forward the argument that the proposals would not harm the ability to understand, experience and appreciate the historic environment of the Conservation Area whilst contributing to the visual interest and social activity of the area.
- 13.4 It should be noted that in March 2020 the Local Authority formally adopted a 'Heritage Strategy' which included reviewing the Conservation Area Appraisals. A report produced by Essex Place Services recommended that the Clacton Seafront Conservation Area Character Appraisal and Management Plans should be revised to reduce the CSCA in size on the Eastern side. This would result in the exclusion of modern development on the South side of Church Road which is considered to make a negative or neutral contribution to the character and appearance of the area. The result of this would be to exclude the applicant site from the CSCA although in the appeal decision the planning inspector attached very little weight to this proposal.
- 13.5 The report in Appendix E also examines the archaeological significance of the site's location and summarises the importance of this coastal area in the Prehistoric, Romano British, Early Medieval and Post Medieval-Twentieth Century periods.
- 13.6 Although the region generally has considerable regional and national historical importance there has been little recorded evidence of activity throughout each of these periods in the vicinity of the site.
- 13.7 There have been no intrusive archaeological investigations carried out on or near the applicant site.
- 13.8 Disturbance due to development in this residential area indicates that the retrieval of any archaeological deposits on the applicant site is highly unlikely.

#### **14.0 Flood Risk**

- 14.1 The applicant Site lies within Flood Zone 1 and is classified as an area of low risk as shown on the Environment Agency Flood Map for Planning (Appendix F).

#### **15.0 Affordable Housing**

- 15.1 The appeal document refers to the provision of affordable housing and states that Tendring DC confirmed that as the Churchill Retirement Living Ltd (CRL) scheme would not be economically viable if the affordable housing requirements of Policy LP5 were applied it would not be defending this putative reason for refusal (See Appendix A Para. 9 and Appendix I).

#### **16.0 Drainage**

- 16.1 The Consultation Response from Essex County Council Development and Flood Risk Waste & Environment Department as the Local Lead Flood Authority dated 20<sup>th</sup> January 2022 states that the development should ensure sustainable surface water drainage (SuDs) is provided. The response goes on to advise that the Essex Green Infrastructure Strategy should be taken into consideration to provide green/blue features effectively.
- 16.2 The current proposals include positive connection to the combined sewers in Church Road via below-ground surface water attenuation tanks located beneath the car park area. This will allow a controlled discharge into the existing infrastructure and suitable treatment for the runoff.

16.3 In addition to surface water attenuation tanks the proposals include green roofs which will further attenuate surface water runoff at high level.

## 17.0 Contamination

17.1 A Phase 1 Desktop Study for contamination has been provided by Landmark. (See Appendix G)

## 18.0 Consultations

18.1 The current scheme has been the subject of informal advice from members of the Tendring DC planning team and has been revised in accordance with constructive comments received.

## 19.0 Planning Statement

19.1 A Planning Statement which reviews the key policies which apply to the applicant site is included in the Appendices (See Appendix H).

## 20.0 Section 106 Agreement – Heads of Terms

20.1 Major developments, defined as 10 dwellings or more, usually require a Section 106 Agreement to be completed. The proposed Heads of Terms for the Section 106 Agreement relating to this development is included in Appendix J.

## 21.0 Drawings

21.1 Drawings to support this application are as follows:

2248-DE-10-01-E	Site Plan as Proposed
2248-DE 10-02-B	Site Plan as Existing
2248-DE-20-01-B	Proposed Ground Floor Plan
2248-DE-20-02-B	Proposed First Floor Plan
2248-DE-20-03-B	Proposed Second Floor Plan
2248-DE-20-04-B	Proposed Third Floor Plan
2248-DE-20-05-B	Proposed Fourth Floor Plan
2248-DE-20-06-B	Proposed Fifth Floor Plan
2248-DE-20-07-B	Proposed Roof Plan
2248-DE-30-01-B	Proposed Elevations
2248-DE-30-02-B	3D Visualisations
2248-DE-30-03-B	Proposed Elevations Street Scene

## 22.0 Appendices

22.1	Appendix A	Appeal Decision Ref. No. APP/P1560/W/22/3295313
	Appendix B	Ecology Report prepared by Practical Ecology
	Appendix C	Biodiversity Net Gain Assessment Prepared by Practical Ecology
	Appendix D	Part 1: Residential Travel Plan prepared by Cottee Transport Part 2: Transport Statement prepared by Cottee Transport
	Appendix E	Historic Environment Desk-Based Assessment by ECUS
	Appendix F	Environment Agency Flood Map for Planning



- Appendix G Landmark Site Contamination Assessment
- Appendix H Planning Statement – prepared by Barefoot & Gilles
- Appendix I Affordable Housing Statement – Prepared by Barefoot & Gilles
- Appendix J Section 106 Heads of Terms