

R & N Investments

9 New North Road

Huddersfield

HD1 5QP

92 NEW NORTH ROAD, EDGERTON, HUDDERSFIELD

**APPLICATION FOR LISTED BUILDING CONSENT FOR INTERNAL AND EXTERNAL
WORKS AND PLANNING PERMISSION FOR A CHANGE OF USE TO B1 (OFFICES)
AND ASSOCIATED DEVELOPMENT (INCLUDING SIGNAGE)**

SUPPORTING PLANNING STATEMENT

May 2020

1.0 BACKGROUND AND SITE DESCRIPTION

- 1.1 This Planning Statement should be read in conjunction with the corresponding Heritage Statement and Listed Building Design and Access Statement (**'Heritage Statement'**) submitted as part of this application for planning permission (**'Planning Application'**) and a corresponding application for Listed Building Consent (the **'LBC Application'**) (together referred to as the **'Applications'**).
- 1.2 The Building is a Grade II Listed Building and the Site is situated within the designated Greenhead Park/New North Road Conservation Area.
- 1.3 92 New North Road (the **'Building'**) dates from the mid-19th century. It is a large and as seen from New North Road on its western elevation, is a prominent detached building, situated on a corner plot, built in stone with a slate roof. The Building is two-storey as seen from the front and three-storey at the rear, which is due to the change in ground levels from west to east, following the gradient of the adjacent Cemetery Road to the south of the Building. Vehicular access is from Cemetery Road on the south side, but access on foot can be achieved from New North Road by a small gated entrance to the front of the Building on the western side.
- 1.4 The Building is currently being renovated and modified on the ground floor and cellar floor entrances, under Listed Building Consent reference: 2018/93248 (**'LBC'**) and corresponding Planning Permission 2018/93247 (**'Planning Permission'**) for a change of use from residential to mixed residential/commercial (B1 offices) use.
- 1.5 The Building is set within its own grounds (the **'Site'**) as can be seen on the Location Plan identified in the Schedule of Plans in Appendix One. A large car parking area exists to the rear (eastern side) of the Building, with a smaller car parking area to the front of the

building, accessed from the rear car park up the north side of the Building. The car park areas are tarmacked. Until recently, there was large flat-roofed garage block cluster against the rear boundary to the far east of the site in the car park area. However, this garage cluster has been fully demolished and cleared pursuant to the current Planning Permission and corresponding LBC.

- 1.6 Until the recent construction works pursuant to the said LBC and planning permission, the Building was previously in residential use on all floors, but with several flats not being occupied. These were all one-bedroom flats except for the lower ground floor which was a two-bedroomed flat. Only two (2) of the previously (prior to internal construction works on the basement and lower ground floor) six (6) residential flats are now occupied and will be vacated at the appropriate time if/when this new LBC Application and Planning Application are granted in order to carry out the necessary works and implement the change of use for the whole Building.
- 1.7 The ground floor was in office use until recently and it can be seen from the planning history above that the Building has in recent times been fully offices before converting to residential after 2011/12, as identified in the 'Listed Building Consent and Planning History' in the Heritage Statement, which is transposed for ease of reference in the Appendix Two to this Planning Statement.
- 1.8 The closest neighbouring buildings are no. 94 which is adjacent on the main frontage and is currently in residential use. A much smaller dwelling, 94B, immediately behind this (presumably converted from a former garage or coach-house) and the former coach-house previously belonging to the Building which is located on the Cemetery Road frontage. The Building was previously owned by the owner of the former coach-house. It is not known whether the former coach house is currently occupied.

2.0 DESCRIPTION OF THE PROPOSAL

- 2.1 The proposal is for a change of use from commercial/residential use to fully commercial (B1 office) use for the whole Building, demolition of the rear toilet block and ancillary related operations.
- 2.2 The proposal is following professional advice that the mixed residential and commercial use of this nature is not any longer the optimum viable use for the Building and, given the acknowledged low quality and low demand for residential accommodation of this type in the area, the proposal is now for the change of use of the whole of the Building to B1 offices, as opposed to the previously required mixed commercial use on the lower floors and residential use on the upper floors.
- 2.3 The main difference externally of this proposal, compared with the current Planning Permission and current LBC, involves the demolition of the toilet block on the rear (eastern) elevation. Although the demolition of the toilet block is covered substantially in the Heritage Statement, it is necessary for context and completeness to repeat some of this here.
- 2.4 Construction works to the inside of the Building are dealt with substantially in the Heritage Statement and the plans submitted with this Application. A Schedule of Plans is included as part of this supporting Planning Statement at Appendix One. The relevant plans show only very minor deviations on the lower ground and ground floors, compared with that approved under the current Planning Permission and corresponding LBC.

3.0 PLANNING HISTORY

- 3.1 The Listed Building Consent and Planning History for the site is described at Part 3 of the Heritage Statement, but are repeated at Appendix Two of this supporting Planning Statement for ease of reference. Permissions have been granted for commercial, residential and mixed uses in the recent planning history.

4.0 POLICY POSITION

- 4.1 It should be noted that the policy position for Listed Building Consent, which overlaps with this Application for Planning Permission, is detailed in the Heritage Statement. This Planning Statement will not repeat these unless the context otherwise requires and the reader is referred to the Heritage Statement in this respect.
- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that planning applications shall be determined in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for the area is the Kirklees Local Plan (February 2019).
- 4.3 For the purposes of these Applications, the relevant policies in the Local Plan are:
- LP13 - Town Centre Uses
 - LP21 - Highway Safety
 - LP22 - Parking
 - LP24 - Design
 - LP35 - Historic Environment
- 4.4 National planning policy and guidance are set out primarily (for the purposes of these Applications) in the National Planning Policy Framework ('**NPPF**') updated in 2019, the documents forming the Planning Practice Guidance ('**PPG**'), with Government Circulars, associated technical guidance and in some cases, Ministerial Statements.
- 4.5 The NPPF is a material consideration in determining applications. In particular, the following parts of the NPPF are relevant to this proposal:
- Chapter 7 – Ensuring the vitality of town centres
 - Chapter 12 – Achieving Well-Designed Places
 - Chapter 15 – Conserving and enhancing the natural environment
 - Chapter 16 – Conserving and enhancing the historic environment

5.0 ISSUES/ASSESSMENT

- 5.1 The current/previous Planning Permission was assessed based on the following key issues:
- Principle of development
 - Impact on local economy and on vitality and viability of town centres
 - Impact on visual amenity
 - Impact on residential amenity
 - Impact on highway safety

- Other matters

Each of these is similarly addressed below in relation to this new Application.

5.2 Principle of the Development

- 5.2.1 The Building is a Grade II Listed Building. The Listing of the Building and its prevalent features are more particularly and fully described in the Heritage Statement. The minor changes made to the exterior of the Building are welcome changes impacting positively on both the setting of the Building itself and the character and appearance of the wider Conservation Area. It is important to remember that 'preservation' means to do no harm, as opposed to keeping something permanently unchanged.
- 5.2.2 In addition, the Heritage Statement provides a full breakdown of the law and policy requirements in relation to this Listed Building, which is an obvious designated heritage asset. The law and policy in relation to this proposal is not required to be repeated in detail here and we refer the reader to the corresponding Heritage Statement for full details.
- 5.2.3 Chapter 16 of the NPPF states that in determining applications, local planning authorities should give 'great weight' to the heritage asset's conservation. Any harm to or loss of the significance of a designated heritage asset requires clear and convincing justification. Where a proposed development will lead to 'substantial harm' or 'total loss of significance', it should not be allowed unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh the harm or loss. Where the development will lead to 'less than substantial harm', this needs to be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use.
- 5.2.4 As explained above, we have been advised that, commercially and otherwise, residential/mixed use residential and commercial is not likely to be the optimum viable use in the medium to long term. The surrounding area is characterised by both commercial and residential use for buildings of this type on New North Road, with a small number in mixed use. There is no longer a policy in the Local Plan equivalent to the old Housing Policy H4 of the now superseded UDP.
- 5.2.5 However, although the proposed development now proposes the loss of the remaining two residential flats, the Council in granting the current Planning Permission and corresponding Listed Building Consent, have already acknowledge in granting those permissions, through its delegated officer reporting, that *"...it would not result in the loss of high-quality living accommodation or of a type that is in short supply in the local area."*
- 5.2.6 Also, in relation to the loss of the residential flats as part of the current permission and Listed Building Consent, the Council in this context did acknowledge that *"...it would not be possible to justify a refusal based on the loss of the existing flats."* Accordingly, although the final residential flats in the Building will be lost to B1 offices, the change of use from residential/pending mixed use residential/commercial B1 office use, represents the optimum viable use of the Building and in any event does not result in the loss of

accommodation that is of high quality and in short supply in the local area, as the Council has acknowledged recently.

- 5.2.7 Given the position that commercial B1 office use represents the medium to longer term optimum viable use of the Building, then this proposed development would support the aims of sustainable development and there is accordingly no conflict with the up-to-date development plan in terms of the change of use from mixed to fully commercial B1 offices.

5.3 **Impact on local economy and on vitality and viability of town centres.**

- 5.3.1 Offices are classed as main town centres uses in the Kirklees Local Plan and the NPPF. According to Part B of Policy LP13 and paragraph 86 of the NPPF, local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither within an existing centre nor in accordance with an up to date plan. If it can be demonstrated that a site within a town or local centre is not available, edge-of-centre sites should be considered before out-of-centre sites.
- 5.3.2 The Building is 550m away from the nearest point within Huddersfield Town Centre. It is approximately the same distance from the designated Trinity Street Local Centre. Since the Building is neither within 300m of a town centre boundary nor within 500m of a public transport interchange, it does not strictly fall within the standard definition of “edge of centre” within the NPPF Appendix 2 (glossary). However, the NPPF (at Appendix 2) also states that in determining whether a site falls within the definition of ‘edge of centre’, account shall be taken of local circumstances.
- 5.3.3 The Building is on a direct bus route into and out of Huddersfield Town Centre, the nearest bus stop being approximately 50m to 60m away from the Building. The Building is approximately 1,100 metres from the main Huddersfield Railway Station. It is noted that New North Road, especially on its north-east side, has a range of commercial uses. These include hotels and guest houses (no. 88), D1 (dental surgeries – 80 and 86), B1 (no. 68), mixed use (possibly including sui generis) and possibly B1 (or possibly A2) use at no. 90. All of these are in “out of centre” locations according to the 300m standard. North-west of the junction with Cemetery Road, the commercial uses seem to subside, or at least are not as abundant or obvious. However, New North Road has a mixed residential and commercial character and has done for many years. We have described already that the Building has a relatively recent history of commercial use.
- 5.3.4 Previously, taking into account local circumstances, including the highly accessible location as described above (see also part 5.2 of the Heritage Statement), the general character of the area, and the commercial use of the Building in the recent past, the Council as LPA found in determining the current planning permission that: *“...it would be difficult to justify a refusal on the grounds of the location being outside the Town Centre boundary or too far from it. It is considered that the site can in the circumstances be treated as edge of centre and that the change of use would support the aims of sustainable development and would not undermine the vitality or viability of the Town Centre.”*
- 5.3.5 The proposed development is therefore be compatible with the aims of Policy LP13, and the relevant parts of the NPPF, and has been assessed as such by the Council already in granting the current Planning Permission and corresponding Listed Building Consent.

5.4 Impact on visual amenity

- 5.4.1 As described in the Heritage Statement, the majority of the proposed alterations to the Building are internal and assessable as part of the corresponding application for Listed Building Consent. The minor changes to the all-important front façade of the Building as it fronts to New North Road are also as described in the Heritage Statement and can be seen in the proposed replacement of the rotten boarded-over front door with a new *Accoya* dark blue/black door sensitive to the Building and reflecting the vernacular of the area. The plan for the new front door, which retains all of the surrounding features, is identified in Appendix One.
- 5.4.2 All of the windows in the Building are the subject of a discharge of condition application under condition 3 of the current Listed Building Consent, currently validated and being processed under 2020/91110. In the event of granting planning permission and Listed Building Consent pursuant to these Applications, the Council is encouraged to utilise a linking condition, as the proposed windows are unchanged for the purposes of this proposed development.
- 5.4.3 A previous cluster of garages on the far eastern end of the Site, which the Council acknowledged in determining the previous applications had no architectural merit and made no positive contribution to the character of the Conservation Area, have been demolished already pursuant to the current LBC and Planning Permission. It can already be seen that the demolition of the garage cluster has made a positive contribution to the setting of the Building and the character and appearance of the Conservation Area.
- 5.4.4 The main change to the current consent/permission is the intended demolition of the toilet block on the rear (eastern) elevation of the Building. This is substantially covered in detail in part 6 of the corresponding Heritage Statement. It can be seen from this that the removal of the rear toilet block, which is an ugly carbuncle on the rear elevation of an otherwise makes no positive contribution to either the Building or the character of the Conservation Area, would result in no harm to the heritage value of either the Building or the character of the wider Conservation Area.
- 5.4.5 It can be seen from the Heritage Statement, but also both of the Applications more generally, including the detailed plans, that the demolition of the rear toilet block will be a welcome addition and enhancement, therefore being compatible with the aims of Policy LP35 and the relevant identified parts of the NPPF.
- 5.4.6 The design internally is to achieve the balance of the optimum viable use of the Building and the preservation of its character, with minimal and in many cases no interference with important original features. Externally, the changes are welcome changes, improving the aesthetic but preserving the important features of the Building. Again, the proposed demolition of the rear toilet block carbuncle and making good as proposed will reflect the original design of the Building, but will also result in a positive enhancement of the Building itself, in its setting, as well as resulting in enhancement (or at very worst the preservation) of the character and appearance of the wider Conservation Area. This again is more particularly referenced in the corresponding Heritage Statement.
- 5.4.7 Accordingly, aesthetically, functionally and with a view to sensitivity in all cases, the proposed development accords with and even exceeds the highest levels of design and sensitivity, improving an attractive Building and ridding itself of features which serve as a

drag on the an otherwise attractive listed building in a Conservation Ares. The proposal is therefore clearly compatible with the aims of Policy LP24 (design), LP35 (historic environment) and the respective relevant provisions in the NPPF.

5.5 Impact on residential amenity

- 5.5.1 As the Council has previously acknowledged, the intended full change of use to B1 offices is not one that lends itself to the generation of a high level of noise and disturbance. In addition, the Site itself is not in a quiet, tranquil, and secluded location. Indeed, New North Road is one of the main arterial routes into and out of the busy Huddersfield Town Centre, leading into Halifax Road, with the M62 motorway being approximately only 2.5 miles away.
- 5.5.2 The Council, in determining the current planning permission, stated in its delegated officer reporting that: *"...it would be very difficult to justify a refusal on the basis that increased noise or disturbance arising from the proposed B1 use would result in a significant reduction in residential amenity to the remaining or neighbouring residential units."*
- 5.5.3 These Applications go further, insofar as the change of use of the whole of the Building to B1 offices, as opposed to part of the Building on the lower floors, meaning that it follows that there will be no residential tenants remaining in the Building following such a change of use.
- 5.5.4 In terms of distance to the surrounding residential properties, 94B has its main windows facing the Site. The boundary of the Site is not marked by a fence, but it is important to note that the Site has open boundaries generally, allowing access for 94B, but also meaning that anyone crossing the Site in the car park area would see into the windows of 94B and no. 94 anyway. We acknowledge that the proposed change of use will likely mean that during office hours there may be some increase in activity in the rear (eastern) part of the Site which is to become a car park, as a result of employees and visitors. Whilst no. 94 has a conservatory at the rear, the Site again is open and therefore privacy is compromised and overlooking potential exists in any event.
- 5.5.5 There are no new windows in the proposed development, with windows being replaced only in the existing openings. The north side wall of the Building contains no window openings and therefore any effect on privacy for neighbouring properties is negligible. The Council has previously acknowledged that it would not be possible to substantiate refusal on the grounds of neighbouring residential amenity.
- 5.5.6 In the determination of the current consent/permission, the Council's Environmental Health Officer consultees recommended curtailed office hours due to the residential flats still being located above the intended offices and therefore allowing residents relief from the business offices operation and the comings and goings from the Building and the Site. However, these Applications for a full change of use to B1 offices means that this will no longer be the position. Accordingly, we apply for longer hours of use for the B1 offices than the current permission allows, in the following terms:

Monday to Friday: 07:00 to 22:30

Saturday: 08:00 to 19:00

Sunday:

09.00 to 17:00

- 5.5.7 Therefore, the change of use would not give rise to any negative impacts on residential amenity and would thereby accord with the aims of Policy LP24 concerning residential amenity. The long-overdue demolition of the rear toilet block carbuncle and subsequent aesthetic improvements as proposed in the relevant plans will also result in an improvement and enhancement to the Building and the wider area compared with the current position.

5.6 Highway Safety

- 5.6.1 As identified in the applications for the current consent/planning permission, the existing access to the public highway (Cemetery Road) is narrower than an ideal 4.5m required for access to multiple properties. Cemetery Road, being the point of vehicular Site access, is a non-classified road, not common to a large volume of vehicular traffic and has a pavement footway on its sides in the area of the Building, which assists inter-visibility between vehicle drivers, as well as pedestrian users.
- 5.6.2 It is not clear whether the proposed use would in any way intensify access and egress from the Site. However, in any event, any intensification would not be of a level that would create or materially add to any highway safety problems.
- 5.6.3 The layout of parking provision is identified in the new “Proposed Car Park” plan, as identified in the Schedule of Plans in Appendix One. It can be seen that the development creates 15 (fifteen) parking spaces, all within the dimensions traditionally accepted (4.8m long and 2.4m wide), with the main two rows of five spaces being 6m apart, allowing sufficient distance for manoeuvring, so that the Site can be accessed and egressed in a forward gear. It should be noted that the 16th space is allocated by agreement and arrangement to the adjacent Coach House to the south-east of the Site and should not be classified as part of the parking allocation for the Building at this time. The Coach House parking space is located to the south of the Building adjacent to the designated bin storage area.
- 5.6.4 The plan and swept path drawings show that 15 (fifteen) parking spaces will be provided in total. Of these 15, four (4) will be adjacent to newly imposed electrical charging points. It is intended that the rear of the Building will cater for staff car parking, with the front three spaces catering for visitor parking. However, this may be interchangeable at various times. Two rear spaces, closest to the rear of the Building and which will be adjacent to the electric vehicle charging points, are created due to the removal of the toilet block structure. Two of the visitor spaces will house the other two electric charging points. However, it is expected that the vehicle charging points will be subject to a booking system between the different office tenants within the Building at various times.
- 5.6.5 Numbers 94 and 94B have to cross the Site at the rear (eastern side) to be able to access the public road network. The Council has previously acknowledged that there is parking and turning space within number 94’s land ownership which is to the immediate north of the Site. The proposed parking arrangements do not affect parking or turning within the land to the north of the Site owned by number 94. Therefore, all parking and turning within land owned by no. 94 and within the Site at no. 92 means that all existing and proposed development shall be able to function and access and egress their respective sites to Cemetery Road in a forward gear.

5.6.6 A guide to maximum parking standards, as set out in Appendix 2 of the now superseded UDP is not produced in the adopted Local Plan. Instead Policy LP22 now largely governs parking provision. This is not a new build development, but a change of use of an established existing Building, which with the exception of the rear toilet block is to be retained in its current form externally and subject to slight modification internally to achieve the optimum viable use. This change of use makes use of an existing hardstanding area. The provision of a higher number of spaces in the current Planning Permission and LBC would have been considered an over-supply. However, there is no question that for the Building to become fully B1 office use throughout, 15 spaces is more than adequate to serve the proposed development. This is compounded and reinforced when considering that the Site is in a highly accessible location, with access to good local and regional transport links, as well as the facility of more than reasonable amounts of on-street parking in the vicinity of the Site.

5.6.7 Therefore, the proposed development will not give rise to any highway safety difficulties, the proposed car parking layout as identified on the relevant submitted plan with this Planning Application, clearly accords with the aims of Policy LP21 and Policy LP22. In addition, as identified in paragraph 109 of the NPPF: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

5.7 Other matters

5.7.1 Flooding and Drainage

The Building and the overall Site will continue to utilise existing mains drainage. The proposed development does not have any implications for drainage or flooding.

5.7.2 Ecology

5.7.2.1 Although the Site is (or was) in bat alert area, the now demolished garage cluster were considered to have no bat roost potential in assessing the current Planning Permission and LBC. As these are now demolished, this is inconsequential. The roof and roof space of the Building is currently undergoing significant repair due to general deterioration, water ingress and general storm damage. This has been done with the input of the Council's Conservation Officer and we extend the invite to all concerned to view the works to the roof or anywhere internally pursuant to the current Permission and LBC at any time.

5.7.2.2 The only other point of demolition under these Applications is the rear toilet block. This has internally undergone total *ripping-out* under the current Planning Permission and LBC. Currently, this exists only as an empty shell internally from floor to roof internally and there is no evidence of bat roosting, nor any possibility of bat roosting potential. Accordingly, a bat survey is neither reasonably justified nor required for these Applications.

5.7.3 Refuse Storage and Collection

The proposed car parking layout plans identify the refuse storage areas for the waste bins at the southern edge of the Site where the boundary wall meets the Cemetery Road highway. This is adequate capacity for the proposed offices. It should also be noted that this bin store area is entirely within the ownership of the applicant/owners and will not be used for domestic waste by the other residential buildings being the Coach House to the south east, numbers 94 and 94B to the north and north-east respectively, unless this is by licence or other arrangement.

5.7.4 Signage Board and Electric Vehicle Charging Points

- 5.7.4.1 The new signage, which shall be located on the south west elevation, is more particularly described and shown at 6.11 of the corresponding Heritage Statement. Although not a usual feature of Listed Building Consent and more usually assessed under the associated Advertising Consent regime, where applicable, we would wish to apply with these Applications in order to be able to include the proposed signboard within the proposed development for completeness and the avoidance of any doubt, in order to be able to move on with this relatively early in the process.
- 5.7.4.2 The new electric vehicle charging points will be a welcome functional addition and will of course be sensitive to the Building, largely hidden from reasonable public view. The location of both the new signage board and the charging points is identified on the plan referenced "Signage and Charge Points" in Appendix One of this supporting Planning Statement.

6.0 CONCLUSION

- 6.1 The principle of the proposed development is justified through these Applications proposed change of use represents the optimum viable use of the Building and the Site, with virtually no further impact on the residential amenity of the area, the neighbouring properties and highway safety.
- 6.2 As identified in the detailed corresponding Heritage Statement, the internal reconfigurations are sensitive to the Building and its history. The external modifications and additions are minimal, but will also result in a considerably more attractive building. Aside from the new front door to replace the rotten and perished current over-boarded front door, a current unwelcome scar on the otherwise attractive front façade of the Building, the main external change to the Building is on the rear (eastern) elevation, being the demolition of the rear toilet block, will when finishing works are completed result in a far more attractive finish, sensitive to the Building and in fact respecting its originality, given that the toilet block was not part of the Building originally.
- 6.3 More specifically, in legal and policy terms, the removal of the rear toilet block, which is more specifically dealt with in the corresponding Heritage Statement, will serve to improve and enhance the setting of the Building and the character of the Conservation Area, as well as improving the aesthetic and functional finish of what is otherwise an attractive listed building, which we would wish to respect and preserve. Aside from the important deference to the Building and the surrounding Conservation Area, the changes proposed will have the added benefit of resulting in a far better and more desirable working environment for future B1 office tenants.
- 6.4 These Applications have demonstrated that the proposal accords with the aims of the relevant Policies of the Local Plan, being the statutory development plan for the area, as well as the relevant parts of the NPPF. Therefore, these Applications should be granted without delay.

APPENDIX ONE
SCHEDULE OF PLANS

Location Plan & Existing Plans

Description	Reference	Date
Location Plan	19.064/DRW/001	7 th January 2020
Plans as Existing of Property prior to Conversion – ‘Lower Ground Floor’ and ‘Ground Floor’	“As Surveyed”	14 th May 2019
Plans as Existing of Property prior to Conversion – ‘First Floor’ and ‘Second Floor & Roof’	“As Surveyed”	14 th May 2019

Proposed Plans

Description	Reference	Date
Proposed Alterations to Rear Elevation	DWG RE 003 Rev D	Amended April 2020
Proposed Replacement of Rotten Front Door	DWG REF Front 01	N/A
Proposed Alterations to Basement Floor	DWG BF 001 Rev B	June 2019 (Amended February 2020)
Proposed Alterations to Ground Floor	DWG GF 002 Rev B	February 2020
Proposed Alterations to First Floor	DWG FF 003 Rev A	October 2019
Proposed Alterations to Second Floor	DWG 004 Rev B	February 2020 (Amended April 2020)
Sign and Electric Charging Points - “A” = location of signage; and “W”, “X”, “Y” and “Z” = proposed charging points	19.064/DRW/007 Signage/Charge	7 th January 2020
Proposed Car Park	19.064/DRW/006	7 th January 2020

Sweep Path	19.064/DRW/007	7 th January 2020
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APPENDIX TWO

LISTED BUILDING CONSENT AND PLANNING HISTORY

- 2020/91110 – Discharge condition 3 (windows) on previous permission 2018/92348 for Listed Building Consent for partial demolition and internal and external alterations (within a Conservation Area) – submitted for approval, validated and pending
- 2018/92348 - Listed Building Consent for partial demolition and internal and external alterations (within a Conservation Area) – Approved 27th February 2019
- 2018/92347 - Partial demolition and change of use of ground and lower ground floors to offices (B1) and external alterations (within a Conservation Area) – Approved 27th February 2019
- 2010/91317 - Change of use of ground floor offices to 2 flats (Listed Building within a Conservation Area) – Approved 13th August 2010
- 2010/91320 - Listed Building Consent for Internal works (within a Conservation Area) – Approved 25th June 2010
- 2009/92509 - Listed Building Consent for change of use of ground floor offices to 2 no. flats (within a conservation area) – Refused 20th October 2009
- 2009/92511 - Change of use of ground floor offices to 2 no. flats (Listed Building within a Conservation Area) – Refused 20th October 2009
- 2004/94811 – Listed Building Consent for conversion and extension of former Coach House to 2 no. dwellings and demolition of existing garages (within a Conservation Area) – Withdrawn 10th December 2004.
- 99/92711 – Change of Use from flats to offices (Listed Building within a Conservation Area) – Approved 16th November 1999
- 95/91302 – Erection of Precast Concrete Garage – Approved 19th July 1995
- 95/90313 – Re-use of disused outbuilding and new extension to form 2 no. flats (within curtilage of a Listed Building and within a Conservation Area) – Approved 4th April 1995
- 94/93478 – Listed Building Consent for re-use of existing outbuilding and erection of extension to form dwelling with demolition of existing garages (Listed Building) – Approved 6th January 1995
- 94/93477 – Renewal of unimplemented permission for re-use of existing outbuilding and erection of extension to form dwelling with demolition of existing garages (Listed Building) – Approved 11th January 1995

- 89/04653 - Change of use of outbuilding to dwelling including extension and demolition of garages – Approved 3rd December 1989
- 89/04654 - LBC for extension and conversion of outbuilding to dwelling and demolition of garages, within curtilage of Listed Building – Approved 27 October 1989
- 88/00275 - Change of use from residential to offices (within Conservation Area) - Approved 13th April 1988
- 8604777 – Erection of kitchen extension - Approved 14th November 1986