

**ROYAL BOROUGH OF WINDSOR & MAIDENHEAD
PLANNING COMMITTEE**

MAIDENHEAD DEVELOPMENT CONTROL PANEL

22 January 2020

Item: 3

Application No.:	19/02698/FULL
Location:	Cancer Research UK 101 High Street Maidenhead SL6 1JX
Proposal:	Change of use of the first floor from A1 use to C3 residential use, first and second floor rear extension, changes to external finish and a new second floor with mansard roof to create 4no.self contained flats.
Applicant:	Mr Taylor
Agent:	Mr Graham Gray
Parish/Ward:	Maidenhead Unparished/St Marys

If you have a question about this report, please contact: Tony Franklin on 01628 796155 or at tony.franklin@rbwm.gov.uk

1. SUMMARY

- 1.1 This application is for a conversion of the first floor of these premises, a second floor mansard roof extension and a first and second floor rear extension to provide 4 one bedroom flats. The proposal also involves the provision of an internal staircase to provide separate access to the 4 proposed flats.
- 1.2 Overall the proposals would retain the existing retail unit (albeit with a reduced floor area) and provide additional housing in a sustainable town centre location, making more efficient use of under-utilised space above an existing shop unit.
- 1.3 It is not considered to result in harm to the significance of heritage assets (Maidenhead Town Centre Conservation Area and listed building) or their setting, the streetscene when viewed from the High Street, or the character of the area including the skyline when viewed from the wider locality.
- 1.4 The scheme would have an acceptable impact on neighbouring residential amenity in terms of loss of light, visual intrusion and overlooking. Furthermore, the proposal would not harm air quality during the construction or operational phase.
- 1.5 It is considered that there would be no harm in terms of highway safety and the local highway infrastructure. No on-site parking is proposed, but given its sustainable location there are no objections in this respect.

It is recommended the Panel GRANTS planning permission with the conditions listed in Section 13 of this report.

2. REASON FOR PANEL DETERMINATION

- The Council's Constitution does not give the Head of Planning delegated powers to determine the application in the way recommended; such decisions can only be made by the Panel.

3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 3.1 101 High Street Maidenhead is a late 19th century two storey building with a modern shopfront on the ground floor and red brick to the first floor with interesting brick detailing such as herringbone work, gauged arches, and burnt brick headers. To the first floor are casement windows, three four lights above three six lights on each side. The building dates from at least the 1870's where it can be seen on the OS maps. An extension was added in the early C20.
- 3.2 The building forms part of the strong building line on the south side of Maidenhead High Street. It is adjoined directly to the east by 99 High Street, a Non-Designated Heritage Asset, and on the west by 103 High Street, another Non-Designated Heritage Asset. Immediately to the south of the building is the former stable block to Nicholson's Brewery, a Grade II Listed Building, currently used as a restaurant with residential accommodation above.
- 3.3 The current building has a retail unit on the ground floor with ancillary staff and storage areas and access to an enclosed rear yard. An enclosed pedestrian access exists from the ancillary staff/storage area out onto Nicholson's Lane to the rear.
- 3.4 The first floor of the premises is currently accessed via an internal staircase directly from the retail unit and currently comprises a partitioned room used for ancillary storage and office purposes in connection with the existing ground floor retail unit.

4. KEY CONSTRAINTS

- 4.1 The site lies within the Maidenhead Town Centre Conservation Area, adjacent to Non-Designated Heritage Assets and the listed former Nicholson's Brewery to the rear. The site forms part of a primary shopping frontage and also lies within an Air Quality Monitoring Area.

5. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

- 5.1 Permission is sought for the change of use of the first floor of these premises from ancillary retail to a residential use, a first and second floor flat-roofed rear extension and a second floor extension above the existing building in the form of a mansard roof, all to provide 4no. self-contained flats. It is proposed that the flats would be accessed from the rear, off Nicholson's Lane, through the existing enclosed pedestrian access. This would also provide access to the existing rear yard area, which is proposed as a bin and cycle store.
- 5.2 The pedestrian access would lead to an enclosed internal staircase that would serve all 4 flats. The flats are all proposed as one-bedroom units, two as 1 person flats and two as 2 person flats, and all would comply with the national minimum space standards for residential units.

Reference	Description	Decision
18/00338/CLASSM	Class M: Change of use from A1 (retail) to mixed use A1 (retail), C3 (dwelling).	Withdrawn. 22.02.18.
18/01871/CPD	Certificate of lawfulness to determine whether the change of use of a first floor room with ancillary A1 use to C3 residential use is lawful.	Certificate issued. 15.08.18.

6. DEVELOPMENT PLAN

Adopted Royal Borough Local Plan (2003)

- 6.1 The main Development Plan policies applying to the site are:

Issue	Adopted Local Plan Policy
Design in keeping with character and appearance of area	DG1, H10,H11
Highways	P4 AND T5
Conservation Area	CA1, CA2
Setting of Listed Building	LB2
Retail	S1, S2, MTC7
Housing	H6, H8/9, H10, MTC12

These policies can be found at https://www3.rbwm.gov.uk/downloads/download/154/local_plan_documents_and_appendices

7. **MATERIAL PLANNING CONSIDERATIONS**

National Planning Policy Framework Sections (NPPF) (2019)

Section 4- Decision-making

Section 5 – Delivering a sufficient supply of homes

Section 7 – Ensuring the vitality of town centres

Section 9- Promoting Sustainable Transport

Section 11 – Making effective use of land

Section 12- Achieving well-designed places

Section 13- Protecting Green Belt land

Section 14- Meeting the challenge of climate change, flooding and coastal change

Section 16- Conserving and enhancing the historic environment

Borough Local Plan: Submission Version

Issue	Local Plan Policy
Design in keeping with character and appearance of area	SP2, SP3
Sustainable Transport	IF2
Housing mix and type	HO2
Affordable housing	HO3
Housing Density	HO5
Pollution (Noise, Air and Light)	EP1, EP2, EP3, EP4
Maidenhead town centre	TR3
Historic environment	HE1, HE3

Borough Local Plan: Submission Version Proposed Changes (2019)

Issue	Local Plan Policy
Design in keeping with character and appearance of area	QP1,QP3
Sustainable Transport	IF2
Housing mix and type	HO2
Affordable housing	HO3
Pollution (Noise, Air and Light)	EP1, EP2, EP3, EP4
Maidenhead retail centre	TR3
Historic environment	HE1

7.1 The NPPF sets out that decision-makers may give weight to relevant policies in emerging plans according to their stage of preparation. The Borough Local Plan Submission Document was published in June 2017. Public consultation ran from 30 June to 27 September 2017. Following this process the Council prepared a report summarising the issues raised in the representations and setting out its response to them. This report, together with all the representations received

during the representation period, the plan and its supporting documents was submitted to the Secretary of State for independent examination in January 2018. The Submission Version of the Borough Local Plan does not form part of the statutory development plan for the Borough.

7.2 In December 2018, the examination process was paused to enable the Council to undertake additional work to address soundness issues raised by the Inspector. Following completion of that work, in October 2019 the Council approved a series of Proposed Changes to the BLPSV. Public consultation ran from 1 November to 15 December 2019. All representations received will be reviewed by the Council to establish whether further changes are necessary before the Proposed Changes are submitted to the Inspector. In due course the Inspector will resume the Examination of the BLPSV. The BLPSV and the BLPSV together with the Proposed Changes are therefore material considerations for decision-making. However, given the above both should be given limited weight.

7.3 These documents can be found at:
<https://www3.rbwm.gov.uk/blp>

Other Local Strategies or Publications

7.4 Other Strategies or publications material to the proposal are:

- RBWM Townscape Assessment
- RBWM Parking Strategy
- Affordable Housing Planning Guidance

More information on these documents can be found at:
https://www3.rbwm.gov.uk/info/200414/local_development_framework/494/supplementary_planning

8. CONSULTATIONS CARRIED OUT

Comments from interested parties

17 properties were notified directly of the application.

The planning officer posted a notice advertising the application at the site on 15 October 2019 and the application was advertised in the Local Press on 10 October 2019.

No letters of representation have been received with regard to this application.

Consultees

Consultee	Comment	Where in the report this is considered
Conservation	To conclude, the proposals are not considered to have an adverse impact on the Conservation Area and setting on listed building. Due to the nature of the historical development of the core of Maidenhead, the extension of this building is not considered to be out of keeping or inappropriate from the heritage point of view. Recommends imposition of conditions.	9.7 – 9.10
Environmental Protection.	The plans for the above planning application have been reviewed and I would confirm that this Unit has no objections to permission being granted.	Not relevant as proposal is for first and second floor extensions.
Highways	No objections. Recommends imposition of conditions.	9.14 – 9.15

9. EXPLANATION OF RECOMMENDATION

9.1 The key issues for consideration are:

- i Principle of Development
- ii Impact on Character, Including Maidenhead Town Centre Conservation Area
- iii Affordable Housing
- iv Highway Safety and Parking
- v Residential Amenity
- vi Air Quality

Issue i- Principle of Development

9.2 It is recognised that Maidenhead town centre represents a sustainable location to live, and in addition to contributing towards meeting local housing need an increase in residential units within Maidenhead town centre would bring more life into the area and help support local shops, services and facilities. As such, Local Plan policy H6 states that the Council will grant planning permission for the provision of additional residential accommodation within town centres. In particular, Local Plan policy H6 encourages the re-use and conversion of vacant upper floors in shopping areas to residential accommodation. Furthermore, MAAP policy MTC12, which also forms part of the Development Plan, states that new housing development will be supported throughout the town centre. It is considered that these policies should be given full weight due to their compliance with paragraph 85 of the NPPF which states that planning policies and decisions should support the role of town centres at the heart of local communities including the recognition that residential development plays an important role in ensuring the vitality of town centres, and paragraph 117(d) of the NPPF which states that planning decisions should promote and support the development of under-utilised land and buildings especially if this would help meet the identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops and building on or above service yards). Therefore, the proposed flatted units (both the conversion and new build) are supported and are considered to be acceptable in principle. However, overall acceptability is subject to compliance with policies relating to impact on the existing retail unit, on the special character and appearance of the nearby listed building, the adjacent non-designated Heritage Assets and the wider conservation area; highway safety and parking; impact on neighbouring amenity; air quality and overall planning balance. These issues are assessed below.

Impact on Retail Unit

9.3 The proposals would involve the loss of the existing first floor ancillary retail storage and administration space and would result in a reduction in the ground floor ancillary retail storage space and shop floor area through the extension of the existing enclosed pedestrian access (from Nicholsons Lane) and the provision of an enclosed internal staircase to provide access to the proposed first and second floor flats.

9.4 However, the proposals would provide for the retention of 83 sq.m. of retail sales area with an ancillary storage/admin/staff area of 30 sq.m, which is considered to be sufficient to maintain a retail unit on this primary retail frontage, in accordance with policy MTC7 of the Maidenhead Area Action Plan.

Issue ii- Impact on Character, Including Maidenhead Town Centre Conservation Area

Density and Design

9.5 MAAP policy MTC12 states that higher density housing will be appropriate in suitable locations. The site is located in Maidenhead Town Centre which is a sustainable location and has been identified as an area for strategic growth. As such, this quantum of development is therefore acceptable in principle. However, balanced against this, Local Plan policy H11 states that

schemes that introduce a scale or density of new development which would be incompatible and cause damage to the character of the area would be resisted and, while paragraph 118 of the NPPF states that substantial weight should be given to the value of using suitable brownfield land within settlements for homes, paragraph 122 of the NPPF states that making efficient use of land should take into account the desirability of maintaining an area's prevailing character and setting and the importance of securing well-designed places.

- 9.6 Relevant design policies including Local Plan policy H10 and MAAP policy MTC4 require new development to display a high standard of design and where possible to enhance the existing environment, while policy DG1 states that harm should not be caused to the character of the surrounding area. Proposed developments should preserve and enhance the local character with regard to urban grain, layout, density, scale, bulk, massing, and materials and should incorporate interesting frontages and design details to provide visual interest whilst ensuring no unacceptable harm to neighbouring amenity. The relevant policies of the Local Plan and MAAP are considered to be in line with paragraphs 124 and 130 of the NPPF which advise that high quality buildings and places are fundamental to what planning should achieve and permission should be refused for development of poor design that fails to take the opportunity for improving the character and quality of the area.
- 9.7 The Council is also required to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area to accord with Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and with regard to the setting of the listed building to the rear under Section 66(1) of the Act. Local Plan policy CA2 requires development to preserve or enhance the character or appearance of the conservation area by ensuring it is of a high standard of design and sympathetic to local character in terms of siting, proportions, scale, form, height, materials and detailing. Local Plan policy LB1 seeks to ensure that development proposals do not adversely affect the setting of a listed building. As a material consideration, paragraphs 193 to 196 of the NPPF should be given significant weight. It states that the historic environment should be conserved and enhanced in a manner appropriate to its significance, and any harm to the significance of a heritage asset (whether designated or non-designated) or its setting will not be permitted without a clear justification to show that the public benefit of the proposal considerably outweighs any harm to the special interest.
- Identified Character of the Area and Existing Building
- 9.8 The site lies within the historic core of Maidenhead, as identified in the Council's Townscape Assessment, which forms part of the Maidenhead Town Centre Conservation Area. The Council's Townscape Assessment identifies the historic core as having a clear hierarchy of roads comprising of a main through-route (the High Street) with subsidiary roads leading off the principle streets (King Street, Queen Street, Market Street and White Hart Road). Key characteristics include buildings of human scale, typically 2 to 4 storeys in height, with variations in roofscape and frontages creating interest within the streetscene. Building frontages open directly onto the street, resulting in an active character.
- 9.9 In relation to the special interest of Maidenhead Town Centre Conservation Area, the significance differs from one street to the next as the town centre has developed piecemeal through the passage of time. However, aesthetically the character of the High Street consists predominantly of Victorian and Edwardian façades with remnants of earlier buildings behind the facades and some modern 20th century insertions. The service architecture along the High Street including a number of purpose built stables, inns, banks and shops illustrates the historic role of the High Street as an important stopping point for coaches on the Great West Road, and the variations can be attributed to the organic construction of buildings along the commercial main street of the town. In terms of scale and mass, the large majority of the built form within the conservation area is 2 to 3 storeys in height, which is typical of the eras in which they were built.
- 9.10 The existing building is an interesting later 19th century building and whilst the ground floor has been modernised the first floor and some internal features remain intact. The building is sandwiched between two non-designated heritage assets and has the listed former stables building for Nicholsons Brewery to the rear. The character of the rear of the High Street and Nicholsons Lane is that of an eclectic form of development of different buildings constructed over different time periods with different heights and styles.

Layout, Siting, Height and Scale

- 9.11 The development includes a second floor extension in the form of a mansard roof. There are no objections to this raising of the roofline given the heights of the neighbouring and other surrounding buildings. The Conservation Officer is satisfied with the design and finish of this element of the scheme and considers it to be in accordance with policy CA2 of the Local Plan in that it would preserve the existing character of the High Street and Maidenhead Town Centre Conservation Area.
- 9.12 The proposals also involve a first and second floor addition to the rear of the building, which would be staggered in its form, having a maximum depth of 7.7m adjacent to 99 High Street, reducing down to 1.8m adjacent to 103. Both 99 and 103 High Street extend beyond the depth of the proposed extension at second floor level with 99 having a blank flank elevation and 103 having a single window in its side elevation. In light of the foregoing and the eclectic form and design of the existing buildings to the rear, the proposed increase in mass and form would not adversely impact on the setting of either of the adjacent non-designated heritage assets or the listed building to the rear.

Summary

- 9.13 For the reasons above the proposals are not considered to harm the significance of the Maidenhead Town Centre Conservation Area or its setting or that of the setting of the listed building to the rear and are therefore acceptable in this respect. Furthermore, the proposal is not considered to result in harm to the streetscene when viewed from the High Street or the character of the area when viewed from the wider locality, including medium to long distance views of the skyline.

Issue iii- Highway Safety & Parking

- 9.14 No on-site parking is proposed, but it is considered that the location could support a car-free development given the town centre is considered to be a sustainable location with good access to public transport and local services. Furthermore there are parking restrictions within the vicinity, such as double yellow lines, time limited parking bays and disabled bays to prevent any potential indiscriminate on-street parking to the detriment of highway safety.
- 9.15 The Council's adopted Parking Strategy states that cycle parking in town centres is encouraged by the Council and it should generally be provided at a ratio of at least 1 cycle parking space per residential unit. 4 cycle parking spaces are proposed in the yard area, accessed off Nicholsons Lane to the rear and no objections arise to this provision.

Issue iv- Impact on Neighbouring Amenity

- 9.16 Local Plan policy H11 states that in established residential areas development which introduces a scale or density that would cause damage to the amenity of the area would be resisted. As a material consideration, paragraph 127 of the NPPF also states that planning decisions should ensure that development should achieve a high standard of amenity for existing and future users. However, this should be balanced against paragraph 123 of the NPPF which states that where there is an existing or anticipated shortfall of land for meeting identified housing need when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).
- 9.17 As stated above, both 99 and 103 High Street extend beyond the depth of the proposed extension at second floor level with 99 having a blank flank elevation and 103 having a single window in its side elevation. No. 103 is in commercial use at first floor level and it is not considered that the proposed development would materially impact on the amenities of either property. The first floor level of the listed restaurant building to the rear is in residential use and it contains 3 windows facing the site. The proposed extension would be sited some 5.7m distant

from the rear facing elevation of the listed building at its nearest point, with the nearest window to window distance being 6.7m but with the proposed window in the rear elevation of the extension being obscurely glazed and non-opening (condition ?) The other two windows proposed in the of the proposed extension would be sited perpendicular to the rear elevation or at an obtuse angle such that it would not be possible to look into the first floor windows in the rear elevation of the listed building. Furthermore, it is not considered that the proximity of the proposed extensions to the listed building would, in itself, materially harm the amenities of the occupants of this property, particularly bearing in mind the juxtaposition of existing buildings in the locality and the content of paragraph 123(c) of the NPPF.

Issue vi- Air Quality

- 9.18 The site lies within an Air Quality Management Area (AQMA) due to the exceedance of the air quality objectives with regard to the annual mean nitrogen dioxide particulate matter. Paragraph 181 of the NPPF requires planning decisions to sustain and contribute to compliance with relevant limits and take opportunities to improve air quality or mitigate potential impacts from both the construction and operational phases of a proposed development.
- 9.19 In this case, the amount and nature of the proposed construction works are relatively limited and the proposed residential units do not propose any on-site parking provision. As such, this proposal is not considered to have any implications for air quality management.

Issue viii- Other Material Considerations

Housing Land Supply

- 9.20 Paragraphs 10 and 11 of the NPPF set out that there will be a presumption in favour of Sustainable Development. The latter paragraph states that:

For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

- 9.21 Footnote 7 of the NPPF (2019) clarifies that:

'out-of-date policies include, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer..).'

- 9.22 The BLPSV is not yet adopted planning policy and the Council's adopted Local Plan is more than five years old. Therefore, for the purposes of decision making, currently the starting point for calculating the 5 year housing land supply (5hyr hls) is the 'standard method' as set out in the NPPF (2019). At the time of writing, the LPA currently cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer).
- 9.23 The LPA therefore accepts, for the purpose of this application and in the context of paragraph 11 of the NPPF (2019), including footnote 7, the so-called 'tilted balance' is engaged. The LPA further acknowledge that there are no 'restrictive' policies relevant to the consideration of this application which would engage section d(i) of paragraph 11 of the NPPF (2019). The assessment of this and the sider balancing exercise is set out below in the conclusion.

10. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 10.1 The development is CIL liable, but the required CIL payment for the proposed development would be £0 per square metre.

11. PLANNING BALANCE AND CONCLUSION

- 11.1 Paragraph 11 of the NPPF sets out that the presumption in favour of sustainable development applies and with regard to section viii of this report it is considered that the 'tilted balance' should be applied. This sets out that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.
- 11.2 It is considered that the proposal would not result in harm in terms of the vitality and viability of the town centre, nor is it considered to result in harm to the significance of the heritage assets (Maidenhead Town Centre Conservation Area and adjacent listed building) or their setting. It is not considered to result in harm to the streetscene when viewed from the High Street or the character of the area when viewed from the wider locality. The scheme would have an acceptable impact on neighbouring residential amenity. It is considered that there would be no harm in terms of highway safety and the local highway infrastructure. No on-site parking is proposed, but given its sustainable location there are no objections in this respect. The proposal would not harm air quality during the construction or operational phase.
- 11.3 Weighing in favour of the proposal is the provision of housing on previously developed land. Paragraph 118 of the NPPF goes on to state that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs. Furthermore, paragraph 68 of the NPPF states that local planning authorities should support the development of windfall sites through policies and decisions and give great weight to the benefits of using suitable sites within existing settlements for homes. The site is considered to be a windfall site (sites not specifically identified in the development plan) and brownfield land within the town centre of an existing settlement. Such a site is considered to be suitable for housing, and the NPPF promotes development of such sites for housing. It is acknowledged that small and medium sized sites can make an important contribution to meeting the housing requirement of an area.
- 11.4 On the basis of the above, the benefits of the proposal would demonstrably outweigh the harm of the proposal.

12. APPENDICES TO THIS REPORT

- Appendix A – Existing Plans and Elevations
- Appendix B – Proposed Plans and Elevations

13. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

- 1 The development hereby permitted shall be commenced within three years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 No development shall take place until samples of the materials to be used on the external surfaces of the development(s), including a sample brick panel (incorporating a Flemish Bond, the colour of the mortar and type of pointing to be used) as well as a sample of the natural slate roof finish, have been submitted to, and approved in writing by, the Local Planning Authority. The development(s) shall be carried out and maintained thereafter in accordance with the approved details.
Reason: In the interests of the visual amenities of the area and the character and appearance of the Conservation Area. Relevant Policies - Local Plan DG1 and CA2.
- 3 No development shall take place until full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans and sections) and material schedule of the mansard storey including

windows and rainwater goods have been submitted to, and approved in writing by, the Local Planning Authority. The development(s) shall be carried out and maintained thereafter in accordance with the approved details.

Reason: In the interests of the visual amenities of the area and the character and appearance of the Conservation Area. Relevant Policies - Local Plan DG1 and CA2.

- 4 No part of the development shall be occupied until the refuse bin storage area and recycling facilities have been provided in accordance with the approved drawing. These facilities shall be kept available for use in association with the development at all times.

Reason: To ensure that the development is provided with adequate facilities that allow it to be serviced in a manner which would not adversely affect the free flow of traffic and highway safety and to ensure the sustainability of the development. Relevant Policies - Local Plan T5, DG1.

- 5 No part of the development shall be occupied until covered and secure cycle parking facilities have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.

Reason: To ensure that the development is provided with adequate parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Local Plan T7, DG1

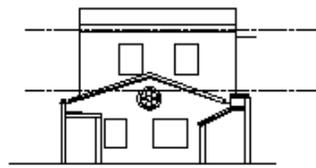
- 6 The development hereby permitted shall be carried out in accordance with the approved plans listed below.

Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.

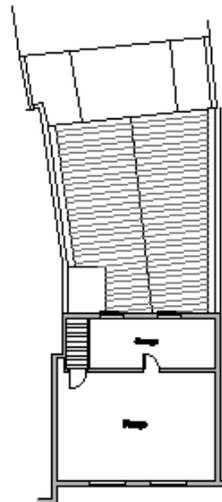
Appendix 1 Existing Plans and Elevations



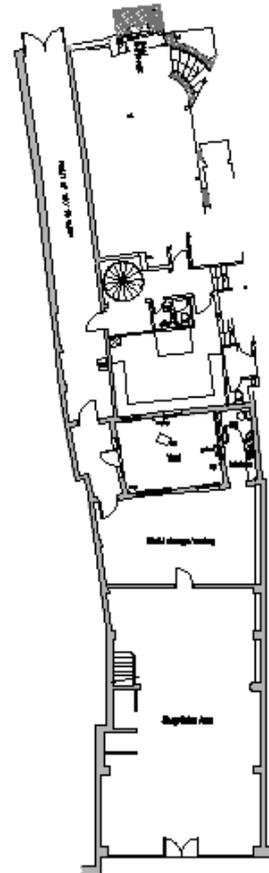
FRONT ELEVATION



REAR ELEVATION (COURT SIDE)



FIRST FLOOR PLAN



SECOND FLOOR PLAN

Appendix 2 Proposed Plans and Elevations

