

F/YR11/0830/F

24 October 2011

**Applicant : Mr K Lawrence
Anglia Growers**

**Agent : Mr Grahame Seaton
Grahame Seaton Design & Planning
Consultant**

Land South of Everglens, Outwell Road, Elm, Cambridgeshire

Erection of an extension and fence enclosed substation to rear of existing agricultural building

This proposal is before the Planning Committee as it has been called in by Councillor Cotterell in view of the concerns and fears of local residents and in fairness to the applicant. The Parish Council comments are also at variance to the Officer recommendation.

This application is a major application.

Site Area – 0.57 hectares

1. SITE DESCRIPTION

The application site straddles the district boundary with Kings Lynn and West Norfolk, where the access to the site is located within the boundary of the adjoining Planning Authority. The site has a total area of 0.57 hectares with the vast majority of this (0.562 hectares) being located within Fenland.

The site consists of a yard containing two large buildings used for the storage of potatoes, numerous stacked pallets and storage containers and a mobile office on an area of hard standing. This yard is located approximately 130 metres from the A1101, a Class A Road located within the boundary of the adjoining Planning Authority, and is accessed from a gated drive. The access to the site crosses a public footpath to the north of the site.

The site is located within the open countryside outside an established settlement, with one residential property (Meadowfield) situated generally to the west of the application site and one residential property (which is shown as other land within the ownership of the applicant) situated to the north of the application site. A scattered ribbon of frontage residential property is situated on the opposite side of the A1101. The site is flat in nature and is bounded by a 2 metre high palisade fencing. A small portion of land to the south of the site is open, with no current boundary treatment. The site is clearly visible from the east on the A1011.

2. HISTORY

Of relevance to this proposal is:

- F/YR11/0269/AG1 - Erection of a potato storage building – Further Details Not Required 6 May 2011.
- F/0127/74/F - The temporary stationing of three caravans – Granted 20 August 1974.

- F/0126/74/O - Erection of an agricultural bungalow – Granted 20 August 1974.
- WR/73/406/F - Siting of three caravans for temporary accommodation – Refused 12 March 1974.

3. CONSULTATIONS

- Elm Parish Council:*** Supported.
- Emneth Parish Council*** Object for the following reasons:
Concerns about access to the site,
Vision splays do not meet standards,
Increased traffic onto the already busy and dangerous A1011,
The Parish Council in the recent LDF consultations objected to other developments that used this road for access,
Inappropriate development for the size of a village like Emneth.
- Outwell Parish Council*** Everything already in place for haulage use. Note regarding factory though – to make sure drainage is adequate and waste is disposed of properly.
- The Ramblers Association:*** No response received.
- Countryside Access Team:*** Access to the development site from the A1101 crosses Public Footpath No 7, Elm. The public footpath must remain open and unobstructed at all times.
- The Middle Level Commissioners:*** This site is within the catchment area of Wisbech IDB. The response is written by MLC as consultants to the WIDB. The nearest Board drain is approx. 290 metres to the south of the site. The Board has two main concerns:
- 1 Waste management. Use of the site is considered to pose an unacceptable risk to the environment unless stringent onsite management procedures are imposed. The associated pollution and odour would have an adverse affect on local amenity, and a detrimental impact on the water bourne environment,

biodiversity, habitats and species.

2 Water level/flood risk management systems. The MLC oppose this planning application on the WIDB's behalf for the following reasons.

- Aspects of the proposed submission are inappropriate and require revision,
- A waste management plan has not been provided,
- Evidence has not been provided to meet FDC's Local Plan Policy PU1 that an appropriate viable water level/flood risk management scheme exists,
- The lack of various technical information to prove that there will not be an increased risk of flooding in the area.

Environment Agency:

Given potential land contamination from previous uses on the site planning permission should only be granted following the submission and approval of a scheme to deal with the risks associated with contamination of the site.

Local Highway Authority (CCC):

The access on to the A1101 falls within the jurisdiction of Norfolk County Council therefore they need to be consulted on this application.

Local Highway Authority (Kings Lynn West Norfolk):

In relation to highways issues only, notice is hereby given that Norfolk County Council recommends refusal for the following reasons.

With reference to the aspect of visibility splays for the point of access it is accepted that vegetation can be cleared within the highway so that splays to the recommended standard can be achieved. This action would enable splays to the recommended standard to be achieved for the application.

It is noted that splays of 2.4m x 215m

would need to be maintained for as long as the application site is in use and therefore, in the event that your authority would seek to approve the application a 'licence to cultivate' must be obtained from NCC in consultation with our Highway Engineer and should form part of any approval granted.

In respect of the more general highway impacts of the proposed extension and use of the site, the proposed development accesses directly onto the A1101, which is designated as a principle route within the Norfolk Route Hierarchy. The A1101 carries a high volume of traffic at high speed and there is a high percentage of HGV movements which have increased sight stopping distances.

A Principle Route is the highest classification of road within the Norfolk Route Hierarchy it is recognised that such roads have the principal function of carrying traffic freely and safely between centres of population and therefore additional accesses or intensifications of turning movements are therefore not generally supported.

It would appear that there may be some discrepancies in the mathematics for the traffic movements which would be expected. The figures indicated within the additional information supplied would appear to indicate only one direction, not the number of trips, and do not appear to fully reflect the total storage volume on site that could be made available.

Discrepancies above aside, what I do believe is clear is that there would be a significant increase in traffic above that which currently exists as a result of the application being approved. I would therefore go back to the issue that the A1101 is a principle route whose function is to carry traffic safely and efficiently between centres of

population. It is evident that there would be a number of additional movements at this site which would result in increases of slowing, stopping, waiting and turning which would have a detrimental impact to the safety and efficiency of the principle route. Given the concerns expressed above I recommend the application be refused for the following reason:

“The proposed development would intensify the use of an existing access on a stretch of classified highway where the principle use is that of carrying traffic freely and safely between centres of population. The existence of an access in this location is a matter of fact and therefore some degree of conflict and interference to the passage of through vehicles already occurs, but the intensification of that interference which this proposal would engender would lead to the deterioration in the efficiency of the through road as a traffic carrier and be detrimental to highway safety.

EDF Energy:

No response received.

National Grid:

No response received.

Environmental Health:

Although Environmental Protection have no objections to the type of development, we note that there is a proposed plant room at the back of the building. Although only indicative noise information has been supplied for the proposed plant room, given the position on the site and orientation to residential dwellings this should not be a problem. It is noted that lorries will be on site over night, if these are refrigerated lorries no information has been supplied to show how the noise from this will impact upon local residents during unsociable hours.

With regard to odour from the proposal, officers have visited a similar premises and the grading of onions should not result in problems with odour. Waste products have the

potential to cause an odour problem and should be removed from site prior to becoming an issue.

Police Architectural Liaison Officer: Having checked the crime profile for the area I can report that there was no significant crime within the area so crime profile is low. The major risk to this form of development is to vehicles parked on site - particularly theft of fuel from HGV's and theft of metal from within the site. The risk of theft of produce stored (Onions) is low. I was pleased to see that the substation will be fenced however of concern is the type of fence employed. The amendments confirm the use of weldmesh 358 meet with my requirements.

FDC Food and Safety No comments to make

Section 106 Officer: No S106 requirement.

Safer Fenland Manager: No apparent crime and disorder issues.

Local residents/interested parties: A petition of 49 representations from 45 different addresses has been received objecting to the proposal. 13 separate letters of objection have also been received.

The objections have raised the following issues:

- Size of the buildings – will be clearly seen from the highways and the surrounding area. Not appropriate in the countryside.
- Proposal will increase the amount of large lorries using the site. A1101 already a fast and busy road and lorries turning into the property currently cause holdups. Already been many accidents on this road.
- Smell. Won't be able to enjoy gardens anymore or open windows.
- De-value properties.
- Close proximity of large buildings to Meadowfield, detrimental effect on property.

- Drainage of site already poor, proposal would increase this problem. Polluted water from the site ends up in nearby watercourses.
- The use would be more appropriate on an industrial estate.
- Site is not a farmyard, or agricultural in any way.
- Hours of opening stated on form are incorrect. The business is always in operation.
- If waste produces are not cleared away quickly, smell will become a problem.
- A local petition containing 500 signatures opposing the application 'went missing' one day before it was due to be submitted.
- The existing buildings cause flooding.
- The applicant does not farm – he buys in and stores in his factories.
- This is not the right place for a commercial site.
- How can the applicant claim that the land is farmland when he declared on the application form that none of the land is part of an agricultural holding.
- In no way does he have a farm on that site, there is no land on which he grows any crops, there have never been any tractors entering the premises, the only vehicles are lorries, cars and vans in numerous quantities.
- I found contaminated water was being pumped onto an adjoining field - contacted the Environment Agency - investigations led to considerable remedial works being undertaken.
- The land he was alleging to farm abuts land farmed by this company, no onions have been grown on the land in my

lifetime.

**Adjoining Authority – Kings Lynn
West Norfolk:**

The vast majority of the development site is under the control of FDC (only the access point is within KLWNBC) and on 2/04/12 the KLWNBC Planning Committee delegated its 'development control function' to FDC in respect of the whole application.

The land is situated on the south side of the A1101 Outwell Road, Emneth, between Church Road, Emneth (approx 2kms west) and Outwell Basin (2kms east), in an area of Countryside. The revised course of the A1101 divides from the old road route to Outwell approximately 60-80m east of the site

The site comprises existing access from the A1101, which crosses the course of former route of the in-filled Wisbech – Outwell canal (KLWNBC – Emneth Parish). The access is of firm, but unmade, surfacing at the point of contact with the A1101 carriageway - deemed a 'corridor of movement'.

The access immediately forms a track and leads off, on the western side of Everglens (the applicant's dwelling), to the greater site where there are two storage buildings on land set to the rear (south) of 'Everglens' (Fenland District Council FDC – Elm Parish). Everglens, occupied by the applicant in name, is a separate entity, entered via security gates.

The application seeks to increase the use of the site for the overriding business use by extending the existing onion storage building, by attaching further units and an electricity sub-station.

In support of the application, the KLWNBC refer to:

1. The NPPF 2012 - Paragraph 28 - 'Supporting a prosperous rural economy' – In promoting a strong rural economy, the NPPF identifies

that Planning Policies should support sustainable economic growth and expansion of all types of business and enterprise in rural areas (includes well designed new buildings) and promotes the development or diversification of agricultural and other land based rural businesses

2. The KLWNBC CORE STRATEGY 2011 is relevant and offers support to the application:

The site lies between Wisbech, the main service centre for the area, and the Upwell/Outwell commune – designated a Key Rural Service Centre (Policy CS02) – in an area of high agricultural activity. The proposal site has development/employment connections at both locations – a distance of approx 5-8miles apart. The site has an existing economic use, supporting, as far as I am aware, its sister developments.

Policy CS06 and CS10 relate to 'Development in Rural Areas':-

- Policy CS06 states:
The strategy for rural areas is to 'promote sustainable patterns of development to ensure strong, diverse, economic activity'.
- Policy CS10 states:
The Council will support the rural economy and diversification through a rural exception approach to new development within the countryside.

Permission may be granted on land which would not otherwise be appropriate for development for an employment generating use which meets a local business need and should satisfy the following criteria:

- It should be appropriate in scale to the area
- It should be adjacent to a settlement
- Development and use shall not be detrimental to the local

environment or residents

On the basis of Policy referred to above, in principle, the KLWNBC offer support to the application.

4. POLICY FRAMEWORK

FDWLP Policy

- E1 - Development likely to detract from the unique, open character of the Fenland landscape will not normally be permitted. New development for which a rural location is essential or proposed extensions to existing buildings in the open countryside should be:
- i) sited close to existing buildings or on a site which minimises its visual impact
 - ii) of a scale and design and use materials that can be assimilated into the rural landscape
 - iii) adequately screened and landscaped with native species concurrently with the development taking place.
- E9 - Proposals for the alteration and extension of existing buildings should normally:
- i) respect the scale, style and character of the original building
 - ii) use matching materials
 - iii) have regard for the amenity of adjoining properties and the locality in general
 - iv) provide adequate access, parking, manoeuvring and amenity space, in accordance with the council's adopted standards.
- E20 - The district council will resist any development which by its nature gives rise to unacceptable levels of noise, nuisance and other environmental pollution.

In considering proposals involving hazardous development, development in the vicinity of hazardous installations or the development of contaminated sites, account will be taken of the

amount, type and location of hazardous substances present, and the need for special precautions or restrictions to protect future uses of the site and any other affected land.

- EMP1 - Proposals will normally be favoured for the establishment of new or the extension or expansion of existing firms engaged in business, general industrial, storage or distribution uses within the primary industrial/business areas as defined on the inset proposals maps.

Elsewhere within the development area boundaries such development will normally be permitted provided that:

- i) the nature and scale of the proposed development is appropriate to the locality
- ii) the development would not give rise to any serious amenity or highway objections or seriously conflict with other policies of the plan.

Outside development area boundaries the expansion of existing firms will only be permitted where criteria (i) and (ii) above are satisfied.

- EMP3 - Proposals for the re-use or conversion of existing rural buildings for business, general industrial, storage or distribution uses will normally be acceptable where:
- i) the effect on the landscape in terms of visual amenity is not adverse
 - ii) the form, bulk and general design are in keeping with the surroundings and the buildings respect local styles and materials (or their equivalent)
 - iii) the traffic and highway implications are acceptable
 - iv) the history of the use of the building shows that permitted

development rights are not being abused.

EMP4 - New business, general industrial, storage or distribution uses, unrelated to any existing activity will not normally be permitted outside settlement boundaries. Proposals for development directly related to local agriculture, horticulture or forestry, tourism and the extraction of minerals, may prove the exception. The nature and scale of such uses must be appropriate to the locality and not give rise to serious highway or amenity objections.

EMP6 - The creation or expansion of industrial or commercial uses will not normally be allowed in areas where this gives rise to serious environmental or highway problems, particularly where such use constitutes a non-conforming use in a primarily residential area.

AG1 - Justifiable agricultural development will normally be favourably considered where such development does not seriously prejudice local amenity or highway safety. New farm buildings in the countryside should be:
i) sited close to existing buildings or on a site which minimises their visual impact
ii) of a design sympathetic to their surroundings in terms of scale, materials and detailing
iii) adequately screened and landscaped.

PU1 - The District Council will expect new developments to make satisfactory arrangements for water supply, sewerage and sewage disposal, land drainage and flood protection matters.

East of England Plan

ENV7 - Quality in The Built Environment

T8 - Local Roads

Fenland Communities Development Plan – Core Strategy

- CS1 - Spatial Strategy, the settlement strategy and the countryside
- CS4 - Employment
- CS11 - Support by and access to infrastructure
- CS12 - Managing the risk of flooding
- CS13 - Sustainable Transport
- CS14 - High quality environments

National Planning Policy Framework

- Section 1 - Delivering sustainable development – building a strong competitive economy
- Section 4 - Promoting Sustainable Transport
- Section 7 - Requiring good design
- Section 10 - Meeting the challenge of climate change, flooding etc.
- Section 11 - Conserving and enhancing the natural environment

5. ASSESSMENT

Nature of Application

This planning application seeks full planning permission for a extension to an existing potato storage building at land south of Everglens, Outwell Road, Elm. The proposed extension is attached to a 335 square metre storage building which was built in 2011, the history of which is outlined below. The extension is split into 3 separate buildings incorporating a grading/implement shed (454 square metres) and two connecting onion stores (570 and 435 square metres respectively). The proposed development also incorporates the erection of an electric substation to the rear of the site, an attached plant room, weldmesh fencing for security and external yard storage facilities.

This application forms a cross boundary planning application, where the access to the site is found in another Planning Authority (King's Lynn and West Norfolk Borough Council (KLWN)). Two identical planning applications were submitted to each Authority, identifying the relevant area on the site plan. Each authority can normally only determine the application relating to that part of the site in its own area. As a result both Authorities have liaised and a request was made to King's Lynn and West Norfolk Borough Council to devolve its decision making authority to Fenland District Council in order that the application might be dealt with conjointly. King's Lynn and West Norfolk Borough Council Planning Committee agreed to this procedure on 2 April 2012. Consultation had already been carried out on the application for which Fenland District Council was originally responsible, but further consultation was carried out on the conjoint application with KLWN Development and Regeneration and KLWN Environment, Transport and Development. Consultation responses are outlined above.

In processing the planning application it became apparent from the information submitted with the application that the description, “erection of an extension and fence enclosed substation to rear of existing agricultural building”, was incorrect. At a site meeting it was confirmed that the use of the site would cater for the storage and distribution of agricultural produce from a wide geographic area – not solely from the agricultural land in the control of the applicant in the immediate vicinity. This is also confirmed in supporting statements. What is in effect being proposed in the current application is the use of the entire site as a storage and distribution centre under the Use Classes Order 1987 (as amended). The agent was requested to change the description of the development to the following: “Change of use of site and building to storage and distribution centre including the erection of an extension to existing building incorporating ancillary sub station, plant room, fencing and external yard storage facilities”. The agent subsequently confirmed that they believe the original description to be accurate and correct and declined to alter the description. However, the application has been assessed as a storage and distribution centre under the Use Classes Order 1987 (as amended) and not as an extension to an agricultural building to ensure that the full implications are evaluated.

The applicant has stated that the buildings will be used for the storage of onions. However, planning permission is in effect given to the land – not the applicant. Should planning permission be secured for a B8 use any existing or future user of the building could store and distribute any product – whether it be of an agricultural nature or otherwise (e.g. white goods) – without the need to apply for planning permission. Notwithstanding that conditions could be applied to restrict the products to those that are agricultural in nature should the scheme be acceptable on this basis solely; this could be deemed reasonable if there are overriding concerns with regard to elements of the scheme, which could be made acceptable with such restrictions.

The application is considered to raise the following key issues;

- Site history
- Principle and policy implications
- Layout and design
- Access
- Flood risk and drainage
- Amenity.

Site History

The existing storage building was the subject of an application in 2011 for prior approval of a potato storage building falling within Schedule 2, Part 6, Class A.2 (2)/(3) of the Town and Country Planning (General Permitted Development) Order 1995. This approval in effect allowed the development of a 335 square metre building for agricultural purposes as it related to an agricultural unit of 5 hectares or more which was reasonably necessary for the purposes of agriculture within that unit. From the evidence gathered during processing of the current application the use of the existing building does not comply with the terms of the original prior approval decision as it is used for the storage and distribution of potatoes from a wide geographic area not connected with an agricultural unit. As such the use of the existing building is classified as a B8 (wholesale warehouse, distribution centre, repositories) under the Use Classes Order 1972 and is, therefore,

unauthorised and subject to potential enforcement procedure.

Principle and Policy Implications

In the determination of this application it is considered important to establish the use of the site, i.e. is the site an agricultural operation, or is it a storage and distribution business under B8 (wholesale warehouse, distribution centre, repositories) of the Use Classes Order 1987.

The applicant and agent are of the opinion that they have set out a justification for the application as an agricultural operation. Information submitted in the Design and Access Statement details how the applicant, Anglia Growers, currently farm 34.5 hectares in close proximity to the site with a further 8.9 acres in Upwell and 18.6 acres in Christchurch. However, the Design and Access Statement is silent on where produce to be stored will originate. It states that “access to and from the building for loading and unloading is likely to be of a seasonal nature, and be dependant on the weather, but is likely to last 14-21 days. This would involve between 3 and 5 movements a day to the site for loading and unloading with very few if any additional vehicle movements between these times. The site also has the benefit of a haulage operators license”.

The agent subsequently confirmed: “that the store will be filled over a 6 week period between September and October with raw material coming from land located within a 30 mile radius of the site...traffic volume is around 3 – 5 deliveries per day...it is planned that the onions will be removed from the store over a 30 week period from early December to the end of June...in 127 vehicle movements of 15 tonnes each...the grading process on site is a basic grading set up that allows the onion which are removed from the store to travel over a set of cleaning rollers to remove any loose shale and other field harvested debris”.

Confirmation that the operation relates to raw material coming from within a 30 mile radius of the site demonstrates that the use does not relate to a local agricultural unit and is, therefore, a storage and distribution business under B8 (wholesale warehouse, distribution centre, repositories) of the Use Classes Order 1987.

The principle of development on this site can be assessed against the policy background outlined above. Local Plan policy supports development for which a rural location is essential subject to siting design, screening, safety and other environmental considerations. It favours the establishment of new or expanded businesses such as storage and distribution within the primary industrial and business areas, but elsewhere such development would normally only be acceptable if it relates to an established use or a conversion of an existing building. In all cases the nature and scale of the proposed development should be appropriate to the locality and should not give rise to any serious amenity or highway objections. Proposals for local agricultural development may prove the exception. This general position is reflected in the Council's Core Strategy and also in the National Planning Policy Framework, which seeks to build a strong competitive economy in a sustainable manner. This is also the general view expressed in the consultation response above from the adjoining planning authority. Taking all of these policy implications into account the principle of development for the activities proposed, whether they be for local agricultural use or for storage

and distribution purposes as defined by Use Classification B8, is considered to be acceptable. However, this policy guidance is subject to other policies in relation to the remaining key issues below.

Layout and Design

The proposed extension is a large structure in a rural setting. It is sited close to existing buildings and sits in a distant landscape view when approaching from the east. Whilst the structure will be admittedly large it is considered that it could be accommodated at the location without causing harm to the distant views of the site.

The site takes access to Outwell Road between two residential properties – Meadowfield and Everglens – the latter being within the control of the applicant. The layout and functioning of the site is acceptable, but the impact of lorry movements on adjoining residential properties will be commented on below.

Access

Access to the site is from Outwell Road, which is within the adjoining Authorities jurisdiction. The comments of the Kings Lynn and West Norfolk Highway Authority are noted above from which it can be seen that the existing use of the site can be accepted subject to visibility splays being maintained on either side of the access. However, with regard to the more general highway impacts of the proposed extension and use of the site there are concerns in relation to additional slowing, stopping and turning movements on this Principle Route within the Norfolk Route Hierarchy which carries a high percentage of HGV movements which have increased sight stopping distances where additional accesses or intensifications of turning movements are not generally supported. There is no evidence to disagree with this professional road safety response and the recommended reason for refusal on highway grounds is supported.

Flood Risk and Drainage

The Middle Level Commissioners have commented on the lack of information with regard to waste management and water level/flood risk management systems. The concerns expressed are valid, but could be dealt with by way of a planning condition should any planning consent be forthcoming. Similarly with the comments made by the Environment Agency.

Amenity

The application site and buildings take access between one residential property known as Meadowfield (situated generally to the west of the application site) and one residential property known as Everglens (which is shown as other land within the ownership of the applicant and situated to the north of the application site). A scattered ribbon of frontage residential property is situated on the opposite side of the A1101. There has been considerable opposition to the proposal from residents in the area.

Heavy goods vehicles entering and leaving the site on a 24 hour unrestricted basis will clearly create adverse amenity conditions in relation to noise and activity when vehicles are entering and leaving the site. In addition, any parking of heavy goods vehicles overnight on the premises with refrigeration units will reduce enjoyment of existing residential properties. The proposal represents a new activity in what was a relatively quiet rural setting and as

such will create noise and activity nuisance for nearby residential properties.

The question of odour from the stored materials has been raised, but advice from Environmental Health is that odour should not be an issue as long as waste products are removed from the site prior to becoming an issue.

Conclusion

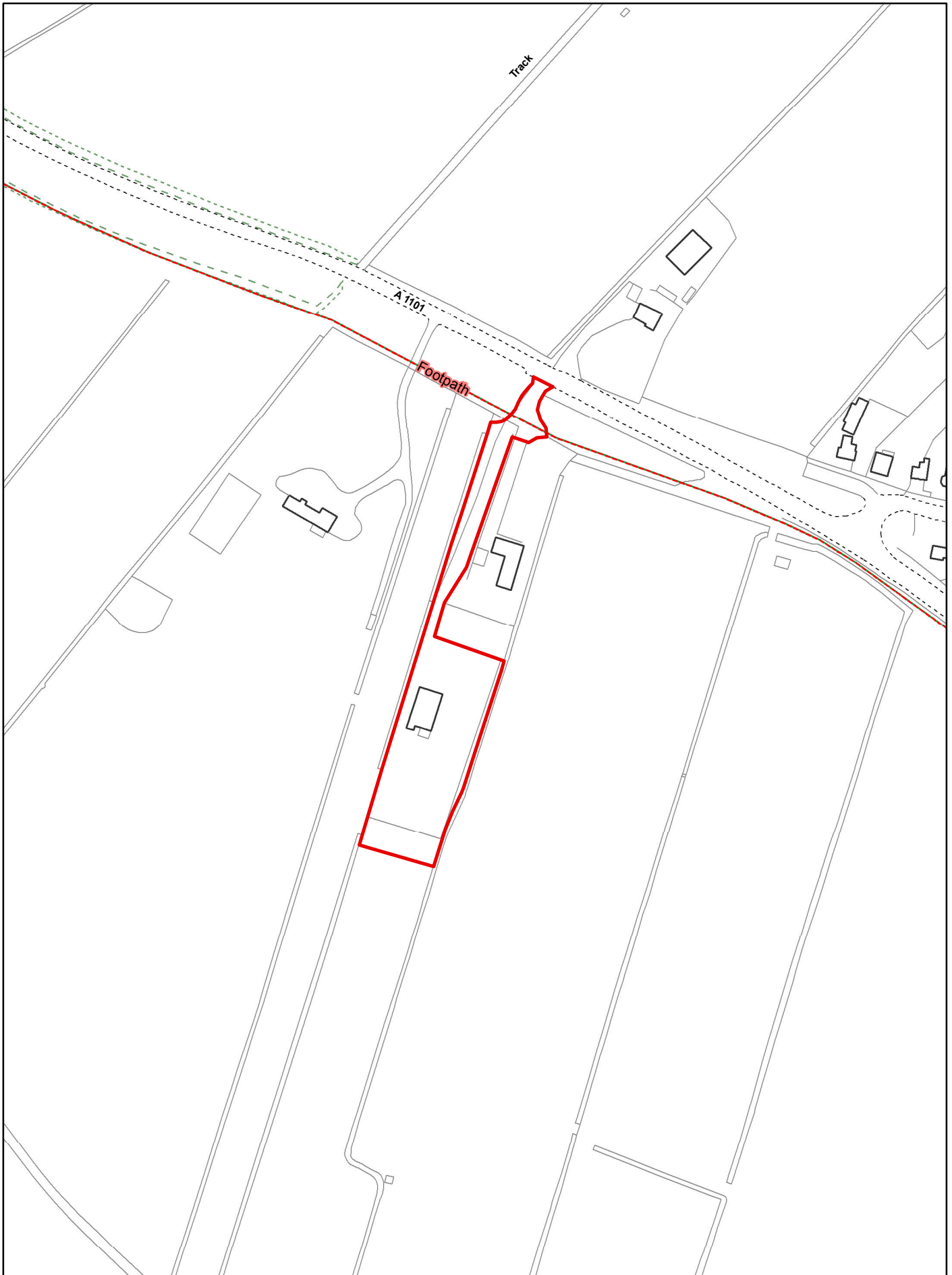
From a planning policy point of view the principle of development on this site, whether it be for agricultural storage relating to local farming activity or a wider storage and distribution business is considered to be acceptable. However, other environmental factors, specifically traffic safety and residential amenity, are equally important determining issues. The views of the adjoining highway authority are considered to be valid and supported as a reason for refusal. Also, the level of noise and activity likely to be generated from the development is considered to be unacceptable and a valid reason for refusal.

6. RECOMMENDATION

Refuse for the following reasons

- 1 In line with advice received from the Local Highway Authority it is considered that the proposed development would intensify the use of an existing access on a stretch of classified highway where the principle use is that of carrying traffic freely and safely between centres of population. The existence of an access in this location is a matter of fact and, therefore, some degree of conflict and interference to the passage of through vehicles already occurs, but the intensification of that interference which this proposal would engender would lead to the deterioration in the efficiency of the through road as a traffic carrier and be detrimental to highway safety contrary to FDC Local Plan Policies E9, EMP1, EMP4, EMP6; FDC Core Strategy Policy CS13; and National Planning Policy Framework Section 4 Promoting Sustainable Transport.**

- 2 The proposal is likely to generate noise and activity nuisance for nearby residential properties contrary to FDC Local Plan Policies E9, E20, EMP1, EMP4, EMP6 and FDC Core Strategy Policy CS14.**



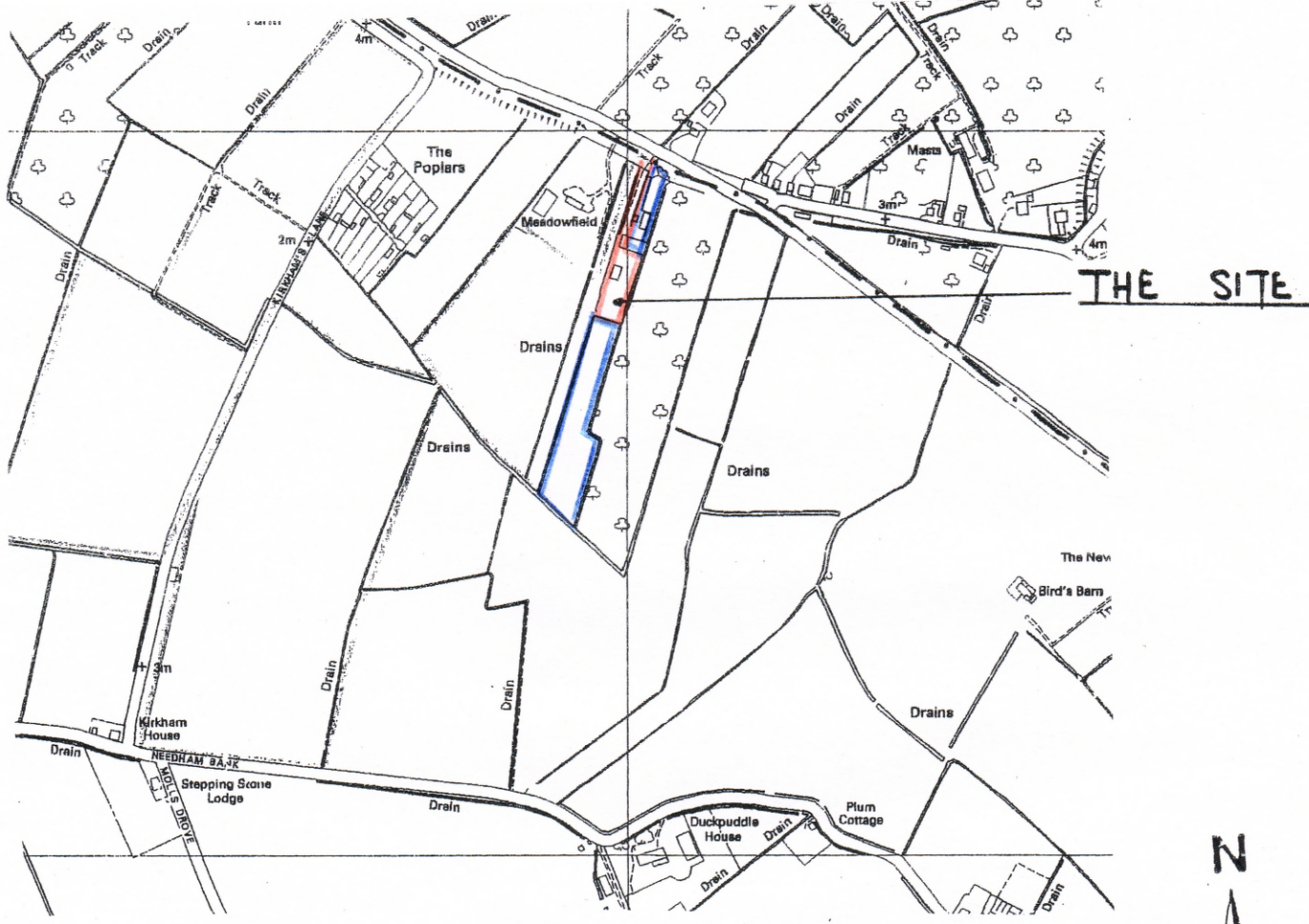
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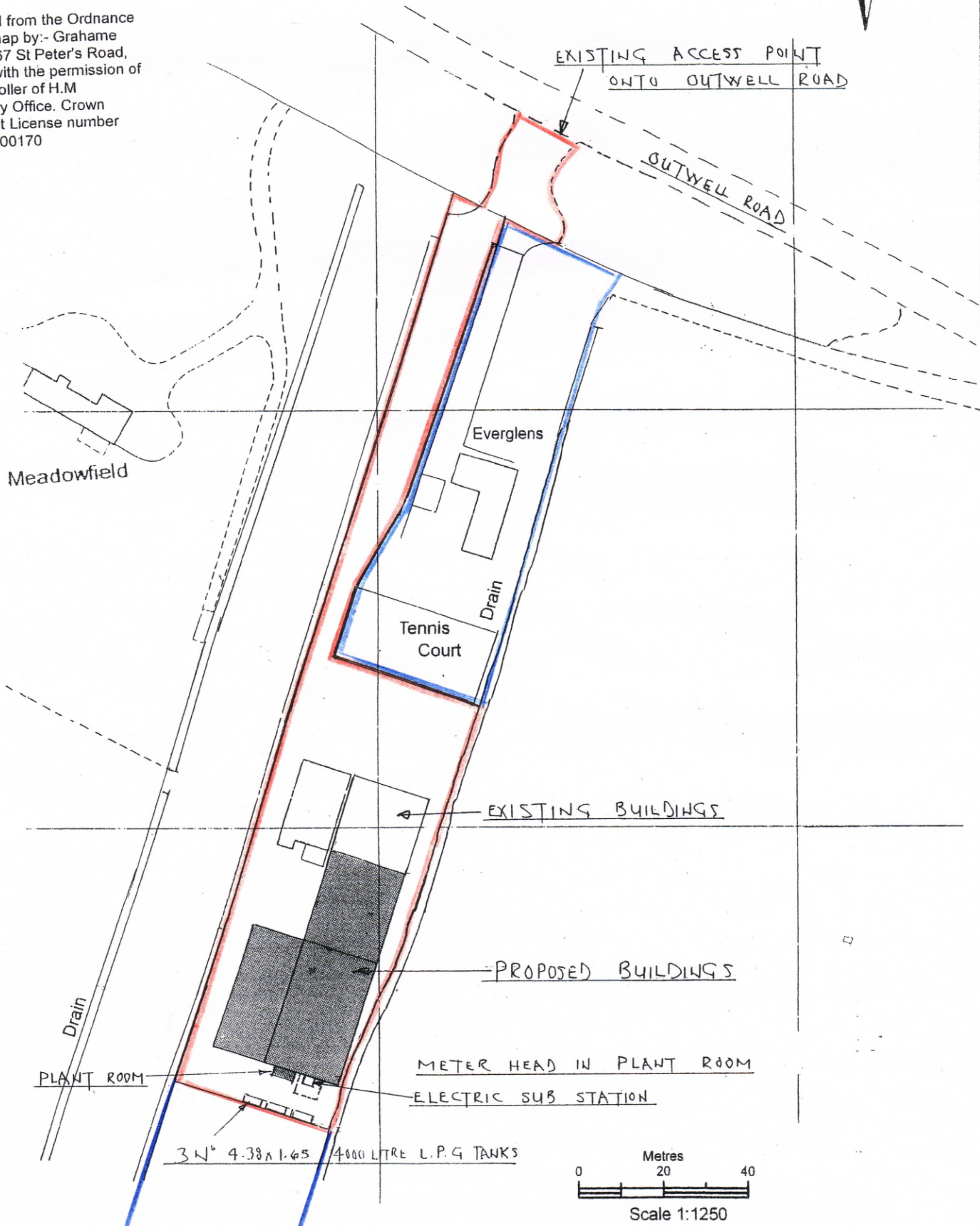
THE SITE

Location plan

Scale 1:10000



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Location plan Scale 1:1250

A	29/11/2011	BLUE LINE AMENDED
	Date	Revisions

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Client ANGLIA GROWERS
EVERGLENS
OUTWELL ROAD, ELM

Job Title

PROPOSED EXTENSION
TO
AGRICULTURAL BUILDING

Drawing Title
LOCATION & BLOCK PLAN

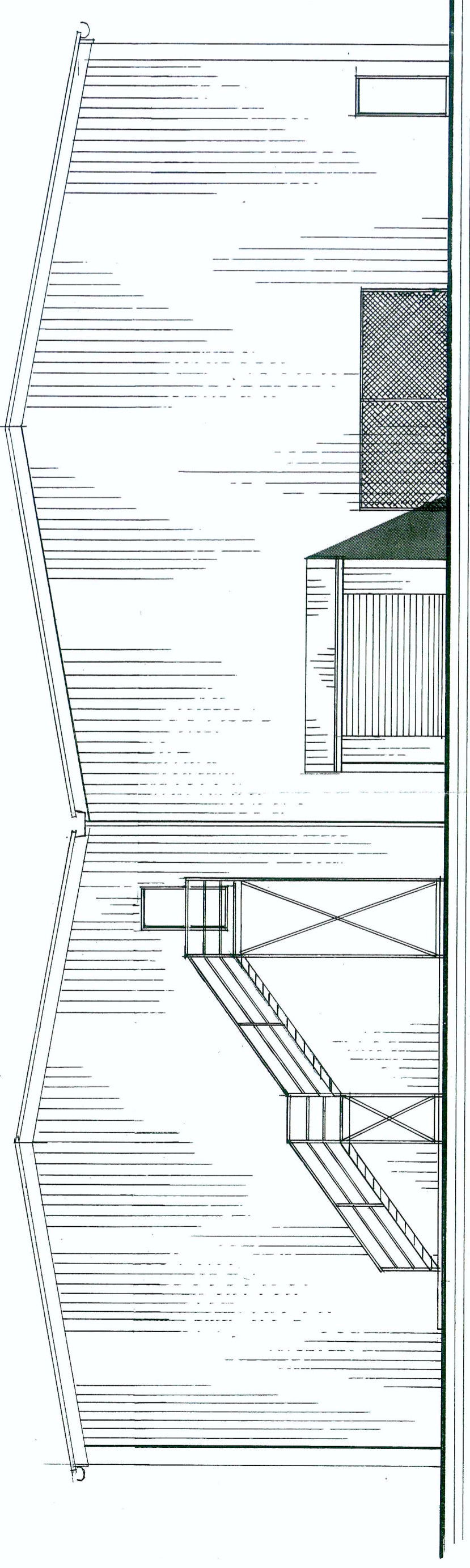
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Date SEPT 2011 Drawn by [Signature]

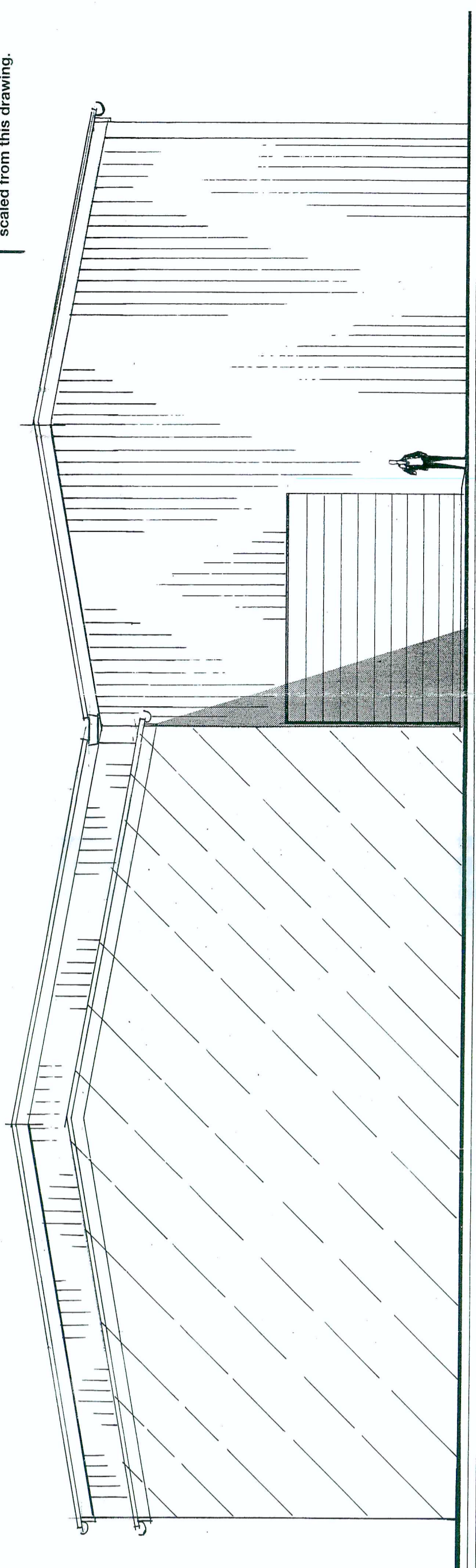
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FNR11/0830

NOTES:
All dimensions must be checked on site and not scaled from this drawing.

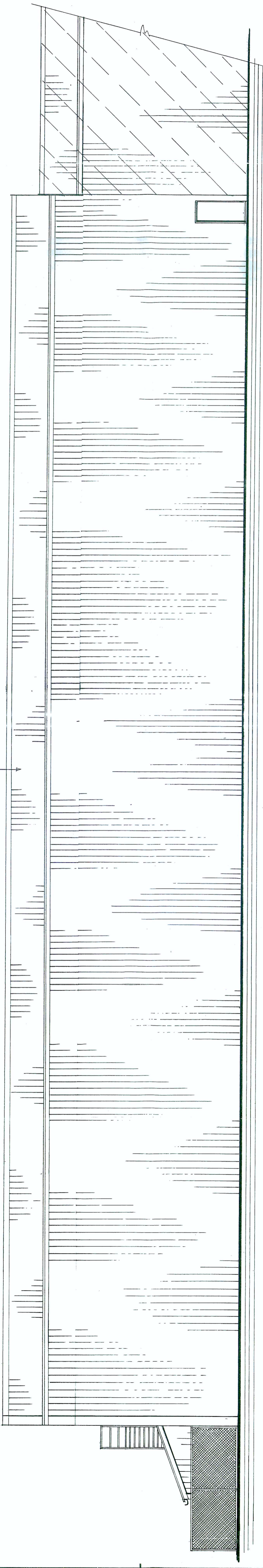


PROPOSED REAR ELEVATION

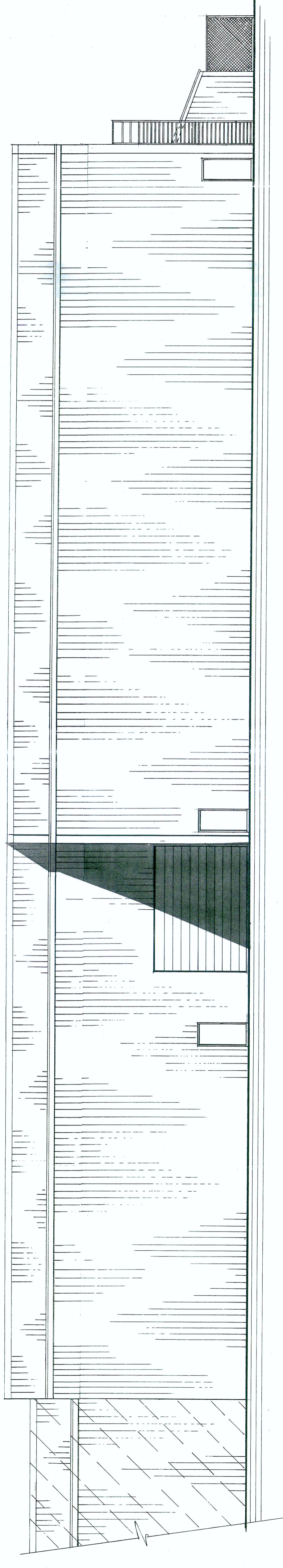


PROPOSED FRONT ELEVATION

solar photovoltaic panels
TO ROOF SLOPE



PROPOSED SIDE ELEVATION



PROPOSED SIDE ELEVATION

Revisions	
Date	Description
27/09/11	HEIGHT TO EAVES B500
14/10/11	3RD - STATION FINISHING ADDR

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 67 St. Peter's Road, Upwell, Wisbech, Cambs PE14 9EJ
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 Directors: G A Seaton M.B.Eng. A.C.I.O.B. B.J. Seaton

Client: ANSLIA GRAYERS
 EVERGREENS
 SUTWELL ROAD, ELM

Job Title:
**PROPOSED EXTENSION
 TO
 AGRICULTURAL BUILDING**

Drawing Title:
ELEVATIONS

Scale: 1 : 100

Date: SEPT 2011 Drawn by:

24 OCT 2011
 Date
 11/9/1721/2
 Rev. B