

Application Number: F/YR12/0936/F

Major

Parish/Ward: Manea

Date Received: 22nd November 2012

Expiry Date: 21st February 2013

Applicant: Mr R Wales

Agent: Mr D Upton, Peter Humphrey Associates

Proposal: Erection of 10 x 2 storey dwellings comprising of: 7 x 3-bed dwellings with associated parking, 1 x 3-bed dwelling with integral garage, 1 x 4-bed dwelling with detached double garage and store, 1 x 4-bed dwelling with an attached double garage, a biomass cabin and the formation of 2 x accesses and 1 pond

Location: Land South of The Bungalow, Station Farm, Fodder Fen Road, Manea

Site Area: 0.96 hectares.

Reason before Committee: The recommendation is at variance to that of the Parish Council.

1. EXECUTIVE SUMMARY/RECOMMENDATION

This application seeks full planning permission for 10 dwellings on agricultural land to the south of Station Farm, Fodder Fen Road, Manea. The site lies to the north of the railway line and is roughly triangular in shape with landscaped boundaries. The application site is beyond the established settlement and within Flood Zone 3.

The key issues to consider are:

- Relevant Policy and Guidance including Flood Risk and Public Consultation
- Design and Layout
- Residential Amenity
- Access
- Biodiversity

Relevant policy has been considered alongside the identified material considerations and as a result the proposal cannot be considered acceptable. New development in villages will be supported where it contributes to the sustainability of the settlement and does not harm the wide open character of the countryside; however this is on the proviso that it satisfies other applicable policy. The Fenland Local Plan (Core Strategy) Policy CS12 - Rural Areas Development Policy, requires development to conform with criteria (a) to (k). In this instance the proposal cannot satisfy all criteria due to its location which is neither in or adjacent to the existing developed footprint of the village and within Flood Zone 3. The recommendation is to refuse the application as being contrary to both national guidance (NPPF) and local planning policy consisting of the Fenland Local Plan - Core Strategy (Core Strategy).

2. HISTORY

- | | | | |
|-----|---------------|-------------------------------|-------------------|
| 2.1 | F/YR02/1455/F | Erection of 2 workplace homes | Refused -25/06/03 |
| 2.2 | F/YR02/0782/O | Erection of 2 dwellings | Refused 21/08/02 |

2.3	F/YR01/0786/O	Erection of a 4-bed house	Refused 14/09/01
2.4	F/YR01/0121/O	Erection of a 4-bed detached house	Refused 16/03/01

3. PLANNING POLICIES

3.1 National Planning Policy Framework (NPPF):

Paragraph 2: Planning law requires that application for planning permission must be determined in accordance with the development plan.

Paragraph 14: Presumption in favour of sustainable development.

Paragraph 17: Seek to ensure high quality design and a good standard of amenity for all existing and future occupants.

Paragraph 55: Avoid isolated homes in the countryside unless there are special circumstances.

Paragraph 109: Conserving and enhancing the natural environment.

Paragraph 103: Ensure flood risk is not increased.

3.2 Fenland Local Plan Core Strategy – February 2013 (Core Strategy):

CS1: Presumption in favour of sustainable development.

CS3: Spatial Strategy, The Settlement Hierarchy and the Countryside.

CS12: Rural Areas Development Policy.

CS14: Responding to Climate Change and Managing the Risk of Flooding in Fenland.

CS16: Delivering and Protecting High Quality Environments across the District.

3.3 Fenland District Wide Local Plan 1993 (FDWLP):

H3 – Settlement Development Area Boundaries

H16 – Housing in the open countryside

E1 – Conservation of the Rural Environment

E8 – Proposals for new development.

4. CONSULTATIONS

4.1 *Parish Council*

Supported

4.2 *CCC Archaeology*

Records suggest that the site rests on a small 'fen island' exploited during the prehistoric period and is in an area of high archaeological potential. The site should be subject to a programme of investigation secured via planning condition.

4.3 *Police Architectural Liaison Officer (PALO)*

Concern expressed over the use of 1.2m fencing which is regarded as insecure and conservation hedging which will take a considerable time to mature. If the scheme considered acceptable a condition is required to secure more acceptable boundary treatments to create a safer environment. If this cannot be agreed the PALO objects to the granting of planning permission.

- 4.4 **North Level IDB** Oppose the application – the site is in an area where complaints of flooding and poor drainage have previously been reported. Consent has not been sought from the IDB for the formation of access culverts within the private watercourses alongside Station Road and it should not be assumed that consent will be given.
- 4.5 **Environment Agency** Objects to the application as no details of foul water drainage submitted. Comments on amendments made in relation to this comment will be reported via an update.
- 4.6 **FDC Scientific Officer** Requests the full contamination condition as the size of the development on previously used land means that contamination is a material consideration. No response received.
- 4.7 **Network Rail, EDF Energy and National Grid**
- 4.8 **Cambridgeshire Fire and Rescue**
- 4.9 **CCC Highways** Adequate provision for fire hydrants requested. Southern access road does not meet adoption standards, but could be considered for adoption subject to amendments. Based on both accesses remaining private conditions are required relating to:
- 5.0m minimum width of accesses for 10.0m into site
 - access laid out and constructed to CCC specification
 - provision of space to enable vehicles to park clear of public highway
 - common turning area within each private road to be laid out, levelled, surfaced and drained prior to occupation
 - provision of temporary facilities for construction vehicles
 - visibility splays of 2.4m x 120m to be provided to each access
 - pedestrian visibility splays of 2.0m x 2.0m to be provided each side of northern access.
 - accesses to be constructed with adequate drainage measures to prevent surface water run off to public highway
 - junction of southern access to Fodder Fen Road to be laid out with 7.5m radius kerbs prior to occupation
 - a 1.5m wide footway in accordance with construction specification of

LHA shall be provided from (and including) the northern junction with Fodder fen Road up to the level crossing to the south

It is not clear from the plans that the required visibility splays or footway can be achieved without affecting third party land. 2 letters of objection have been received from residents within the vicinity of the site and can be summarised as follows;

4.10 **Local Residents:**

- planning permission for dwellings refused on site in 2002 and 2003 on grounds of highway safety and proximity of railway
- despite building boundaries being changed there are no footpaths or street lights
- this Fenland road is constantly used by heavy agricultural and haulage traffic
- site is only 30m from railway barrier crossing
- a mile to village shop as no papers are delivered to this location
- semi rural location which is outside the building area of Manea
- overlooking from bedroom windows of proposed dwellings
- wildlife including two types of owl and snakes, lizards and nesting birds on site

5. **SITE DESCRIPTION**

5.1 The site is located to north of the main settlement of Manea on the western side of Fodder Fen Road (Classified B road). The railway line forms one of the boundaries of this triangular site. There is a farm to the north and dwellings on the opposite side of Fodder Fen Road. The main settlement of Manea lies to the south of the site beyond the railway line. Charlemont Drive is a development of workplace homes immediately to the south of the railway line which forms a group of dwellings detached from the continuous built up area of the settlement. The application site is currently used for the production of hay. It lies within Flood Zone 3.

6. **PLANNING ASSESSMENT**

6.1 The key considerations for this application are:

- Relevant Policy and Guidance including Flood Risk and Public Consultation
- Design and Layout
- Residential Amenity
- Access
- Biodiversity

Relevant Policy and Guidance

Policy CS3 of the Core Strategy identifies Manea as a growth village where small village extensions of a limited scale will be appropriate as part of the strategy for sustainable growth. Policy CS3 must be read in conjunction with other policies in the Core Strategy which steer development to the most appropriate sites.

The site is located beyond the established settlement of Manea on land which is characterised as open countryside. The site does not immediately adjoin the existing built up form of the settlement and whilst there is residential development to the north, east and south this development it does not form part of the developed footprint of the main village settlement for the purposes of core strategy policy. Policy CS12 makes it clear that the developed footprint is defined as the as the continuous built form of the village and excludes the following:

- groups of dispersed or intermittent buildings that are clearly detached from the continuous built up area,
- gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built up area of the settlement,
- agricultural buildings and associated land on the edge of the settlement,
- outdoor sports and recreation facilities and other formal open spaces on the edge of the settlement.

Policy CS12 also contains 11 criteria which must all be satisfied to ensure the proposed development can be supported. In this particular case criteria (a) which requires the site to be in or adjacent to the existing developed footprint of the village cannot be satisfied as demonstrated above. Criteria (j) which requires that the development would not put people or property in danger from identified risks has not been fully addressed with respect to flood risk and appropriate drainage as can be seen from the objection from the Environment Agency and opposition from the Middle Level Commissioners (MLC).

Flood Risk

Policy CS14 of the Core Strategy is concerned with managing climate change and the risk of flooding. Part B of the policy states that development in flood zones 2 and 3 will only be permitted following:

- the successful completion of a sequential test,
- an exception test (if necessary),
- the suitable demonstration of meeting an identified need, and
- through the submission of a site specific flood risk assessment, demonstrating appropriate flood risk management measures and a positive approach to reducing overall flood risk.

In terms of the sequential test this requires development to be directed away from areas at highest risk of flooding, but where development is absolutely necessary, making it safe without increasing flood risk. The NPPF indicates at paragraph 101 that development should not be allocated or permitted if there are reasonably available sites in areas with a lower probability of flooding. There are sites available for development within the settlement of Manea and throughout the district which lie within Flood Zone 1 so these are sequentially more preferable for development than the application site and should be considered first. The applicant has not offered any explanation through an Exception Test to demonstrate that the development provides wider benefits and meets an identified need. The NPPF requires that both the sequential and exceptions test should be passed for development to be permitted. As a result

of the failure to satisfy these tests and in consideration of the objections from statutory consultees the proposal is considered to be contrary to the provisions of both the NPPF and the Core Strategy.

Public Consultation

Policy CS12 of the Core Strategy requires any proposal for development, which in combination with:

- other development built since April 2011, and
- committed to be built,

would increase the number of dwellings in the village by 10% to have demonstrable evidence of strong local community support for the scheme.

A public consultation exercise was carried out in March in the Church Rooms in Manea. The agent based the consultation on the approach used by Roddons and it was a joint consultation event in conjunction with a scheme which is the subject of a current application not yet considered by the committee. The meeting was advertised for 14 days prior to the event on the notice board at the venue. The results indicate that of the 39 questionnaires completed 100% of respondents agreed that the site was suitable for housing (however, one of the completed questionnaires which was included in the submission does state that the site is not suitable for housing) with 96% agreeing that the planning permission should be granted. There is no indication of how many people in total attended the event; however the summary of the results indicates that not all those who attended felt the need to complete a questionnaire. This was the first public consultation event to be carried out under the requirements of policy CS12, therefore some of the methodology may need to be refined through feedback and the issuing of guidance. It is useful to see that there is limited, in terms of numbers, yet almost unanimous support for the development from those 39 respondents.

This support must be balanced against those policy considerations outlined in the previous sections of the report in terms of the weight that can be attached to it.

Design and Layout

This application seeks full planning permission for 10 x 2-storey dwellings arranged in two distinct groups. Plots 1 to 7 consist of 2 pairs of semi detached dwellings and a terrace of three dwellings which are arranged in a row fronting a pond and the railway line. These are all 3-bed dwellings with associated parking spaces. The three remaining plots, 8 – 10, are individually designed detached dwellings fronting Fodder Fen Lane. These are a mix of three and four bed properties with garaging.

The proposal seeks to retain existing landscaping around the boundaries and provide new planting within the site. There is additional car parking within the site to serve the station in response to the public consultation exercise, but it is not clear how this will be managed or maintained post construction. This has been provided at the expense of the second pond which was part of the original layout.

The designs of the properties are loosely based on farmhouses and cottages incorporating chimneys with wooden windows and doors. A mix of materials is proposed of handmade facing bricks and clay pan and plain tiles. A biomass cabin has been included in the scheme making use of wood pellets to feed the 7 x 3-bed dwellings. In terms of refuse collection the Design and Access Statement advises that the dwellings will have provision for the storage of wheelie bins and the use of hard landscaping nearby the road to simplify collection. As some of the plots are more than 30m from the collection point the ReCAP waste management guidance cannot be complied with on parts of the

site.

Residential Amenity

It is considered that the proposal will not give rise to any adverse impacts upon residential amenity given the layout of the site and the size of the plots.

Although the dwellings facing Fodder Fen Road are 2-storey it is considered that there will be no overbearing impacts upon the dwellings to the east as these are sited the other side of the road and are at a significant distance from the proposed dwellings.

Access

Two access points are proposed into the site. The northern most access will serve plots 8 – 10 and the southern access will serve plots 1 – 7. The comments of the Local Highway Authority are reported in detail in section 4.9 of this report.

Biodiversity

The applicant has provided a tree survey and biodiversity report. The tree survey concludes that the site has plenty of trees and hedging, most relatively young with long future life spans. These will be retained and will help to screen the development along with additional planting to reinforce the existing landscaping. The trees to be lost are all of lower grade. The biodiversity survey concludes that there are no statutory protected sites within 2km of the application site and retention of the core boundary habitat will retain the species of bird and butterfly identified on site. Any vegetation clearance to facilitate the development should take into account the breeding/nesting season. This could be covered by condition. In addition, bird nesting and bat boxes are proposed in mitigation to any disturbance caused by the development.

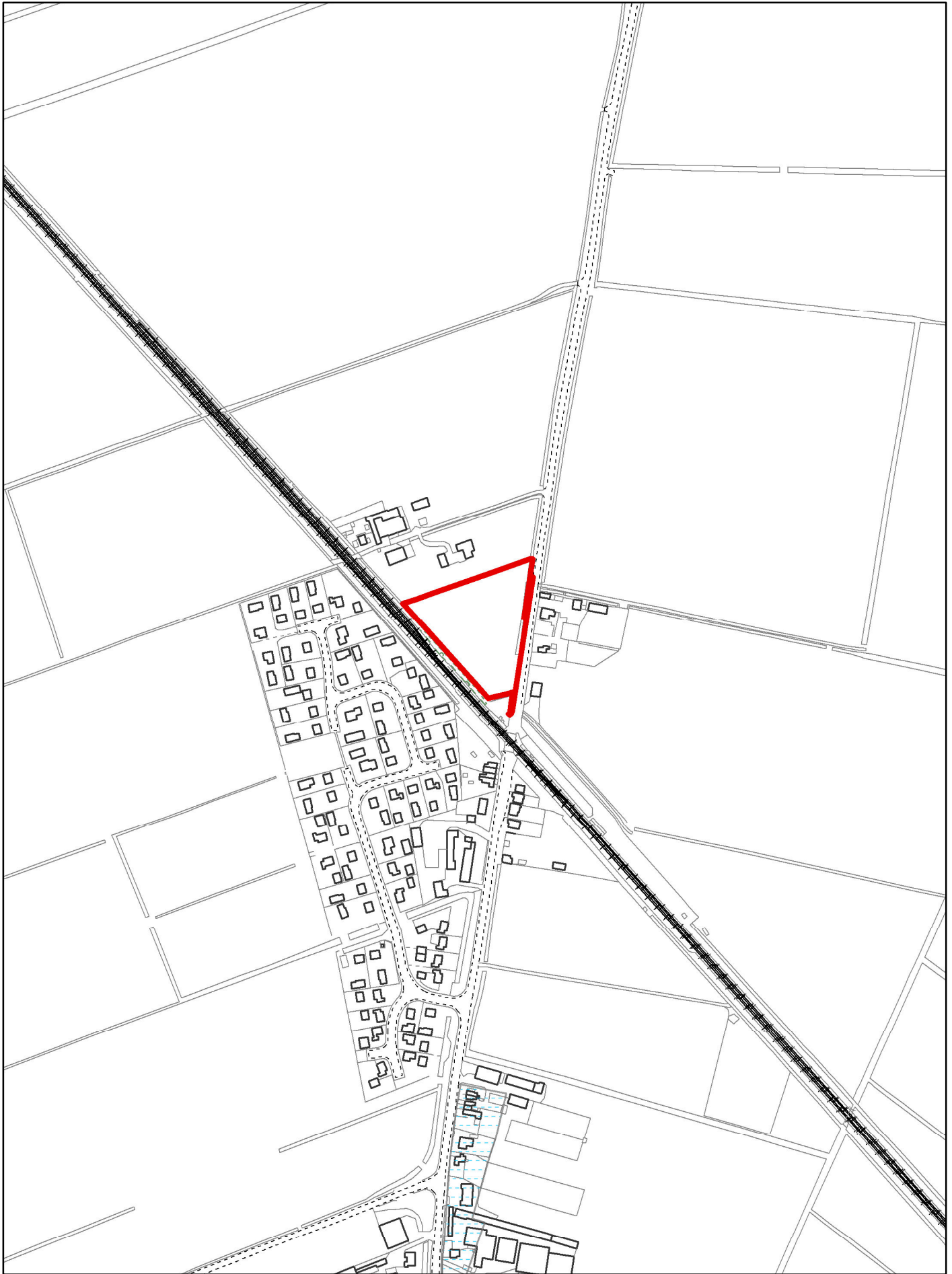
7. **CONCLUSION**

- 7.1 The proposal has been assessed in light of the above points and the relevant National and Local Planning Policies. It is considered that as the site is outside the defined settlement core and lies within Flood Zone 3 it cannot be supported and is recommended for refusal. National and Local policy requires sites which are better related to the developed footprint of the village and in areas with the lowest probability of flooding to be considered as more suitable for new development and sequentially preferable.

8. **RECOMMENDATION**

Refuse

1. The proposal development by virtue of its location beyond the existing developed footprint of the village of Manea fails to satisfy the criteria of Policy CS12 of the Fenland Local Plan, Core Strategy, Proposed Submission (February 2013), and is therefore contrary to that policy which sets out the definition of “the developed footprint”.
2. The applicant has failed to demonstrate that the application site, which lies within Flood Zone 3, should be developed prior to more sequentially preferable sites which can be identified within the District. As a result the proposal is contrary to the provisions of Policies CS14 (Part B) and CS12 of the Fenland Local Plan Core Strategy, Proposed Submission (February 2013) and section 10 of the National Planning Policy Framework.



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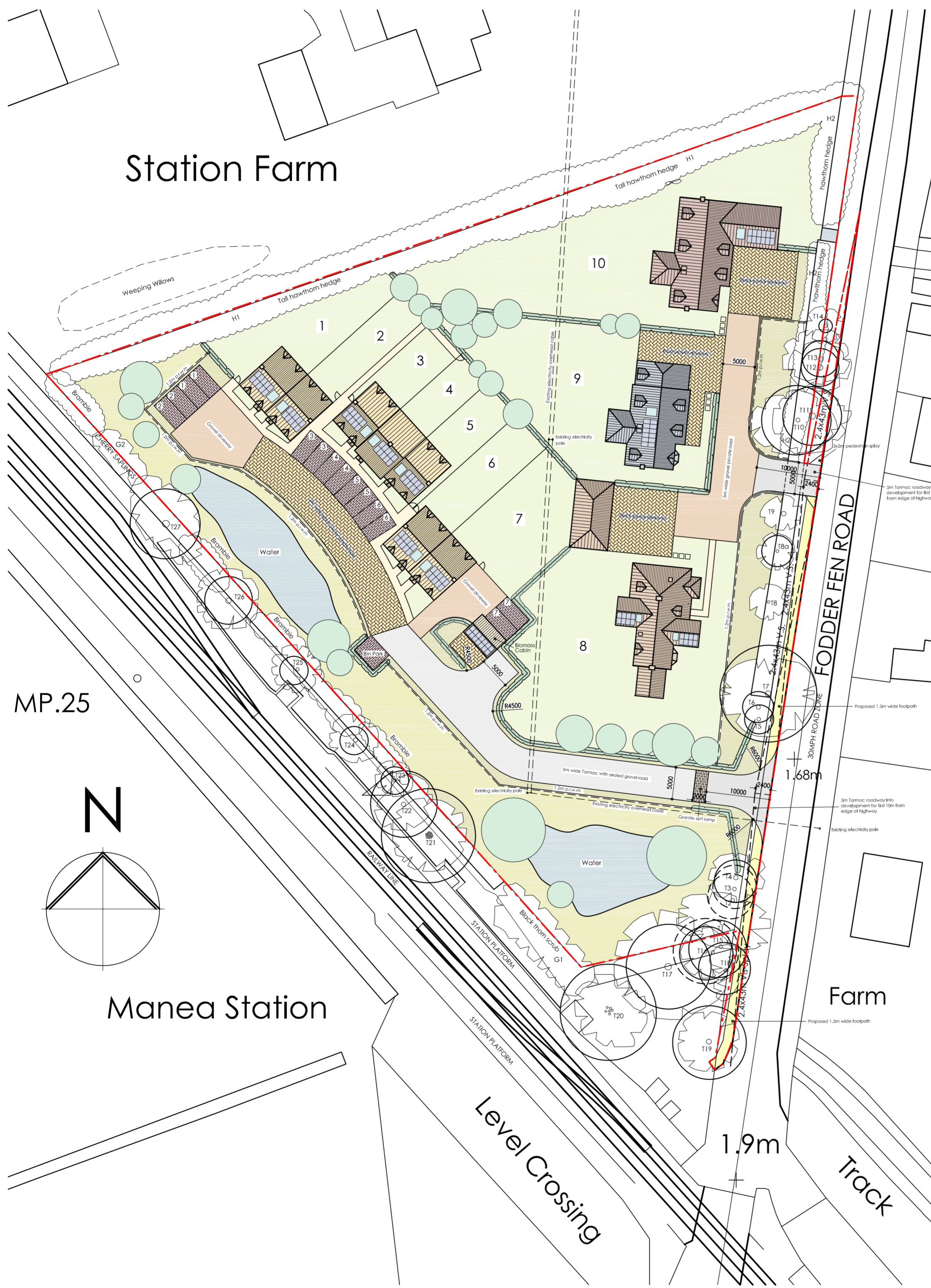
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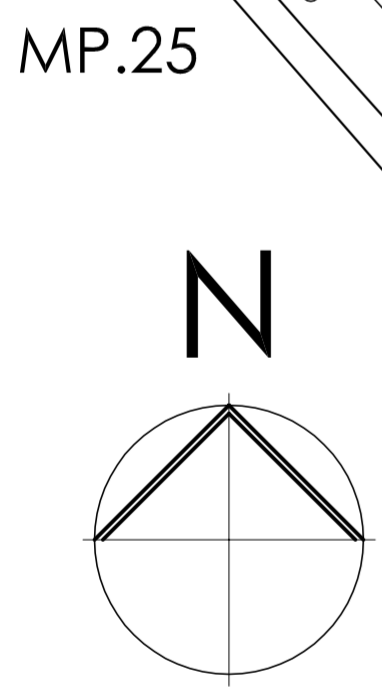


HOUSE TYPE SCHEDULE			
PLOT NUMBER	No. OF BEDROOMS	Type	GARAGE TYPE
PLOT 1 - Type E	3 BEDROOM	Semi-detached dwelling	2 car spaces
PLOT 2 - Type E	3 BEDROOM	Semi-detached dwelling	2 car spaces
PLOT 3 - Type D	3 BEDROOM	Terraced dwelling	2 car spaces
PLOT 4 - Type D	3 BEDROOM	Terraced dwelling	2 car spaces
PLOT 5 - Type D	3 BEDROOM	Terraced dwelling	2 car spaces
PLOT 6 - Type E	3 BEDROOM	Semi-detached dwelling	2 car spaces
PLOT 7 - Type E	3 BEDROOM	Semi-detached dwelling	2 car spaces
PLOT 8 - Type A	4 BEDROOM	Detached chalet	Double garage + 2 car spaces
PLOT 9 - Type B	3 BEDROOM	Detached chalet	Single garage + 1 car space
PLOT 10 - Type C	4 BEDROOM	Detached chalet	Double garage + 2 car spaces
Total 10 Units			24 car spaces
SITE AREA = 9600 sqm approx. (equivalent to 0.96ha)			

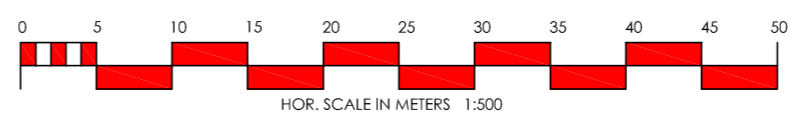
MATERIAL SCHEDULE		
PLOT NUMBER	BRICK	ROOF
PLOT 1 - Type E	Ibstock Handmade Orchard Mixture	Sandtoft - Farmhouse clay pan tiles
PLOT 2 - Type E	Ibstock Handmade Orchard Mixture	Sandtoft - Farmhouse clay pan tiles
PLOT 3 - Type D	Ibstock Handmade Multi	Sandtoft - Village clay plain tiles
PLOT 4 - Type D	Ibstock Handmade Multi	Natural Slates - blue
PLOT 5 - Type D	Ibstock Handmade Multi	Sandtoft - Village clay plain tiles
PLOT 6 - Type E	Ibstock Handmade Light Red Multi	Sandtoft - Farmhouse clay pan tiles
PLOT 7 - Type E	Ibstock Handmade Light Red Multi	Sandtoft - Farmhouse clay pan tiles
PLOT 8 - Type A	Ibstock Handmade Orchard Mixture	Sandtoft - Village clay plain tiles
PLOT 9 - Type B	Ibstock Handmade Multi	Natural Slates - blue
PLOT 10 - Type C	Ibstock Handmade Light Red Multi	Sandtoft - Farmhouse clay pan tiles



KEY TO SYMBOLS	
1.8m c.b.	1.8m CLOSE BOARDED FENCE
1.2m p.r.	1.2m TIMBER POST & RAILS FENCE
1.2m p.r.w.m.	1.2m TIMBER POST & RAILS WITH WIRE MESH FENCE
	timber gate
	BRINDLE BLOCK PAVIORS 200x100x60 thick Marshalls Mono Ltd. Concrete block paving or similar. Colour: Brindle. stretcher bond pattern. 50mm compacted sharp sand to BS.12 100mm Minimum sub-base
	PERMEABLE BLOCK PAVIORS 200x100x60 thick Marshalls Mono Ltd. Concrete block paving or similar. Colour: Charcoal. stretcher bond pattern. 60mm thick 2-6mm clean stone over Inbitex membrane 250mm Minimum sub-base 5-20mm clean crushed stone over Inbitex membrane
	VEHICULAR ACCESS ENTRANCE 5m wide Tarmac Road to CCC Highway - full construction standard specification.
	GRAVEL DRIVEWAY 2-6mm clean stone over Inbitex membrane 250mm Minimum sub-base 5-20mm clean crushed stone over Inbitex membrane
	EXISTING SHRUB/LANDSCAPE PLANTING
	PROPOSED INDICATIVE TREE PLANTING
	EXISTING TREE
	PERIMETER SECURITY HEDGE BOUNDARY AND PLOTS 1.2m high galvanised steel security fence with hedging
	MIXED CONSERVATION HEDGE: 70% CRAETAGUS
	30% DOGWOOD (CORNUS)
	FIELD MAPLE (ACER CAMPESTRE)
	OREGON GRAPE (MAHONIA AQUIFOLIUM)
	PRIVAT (LIGUSTRUM)
	GUELDER ROSE (VIBURNUM OPALUS)
	Position of wheeled bins



PROPOSED SITE PLAN 1:500@A2

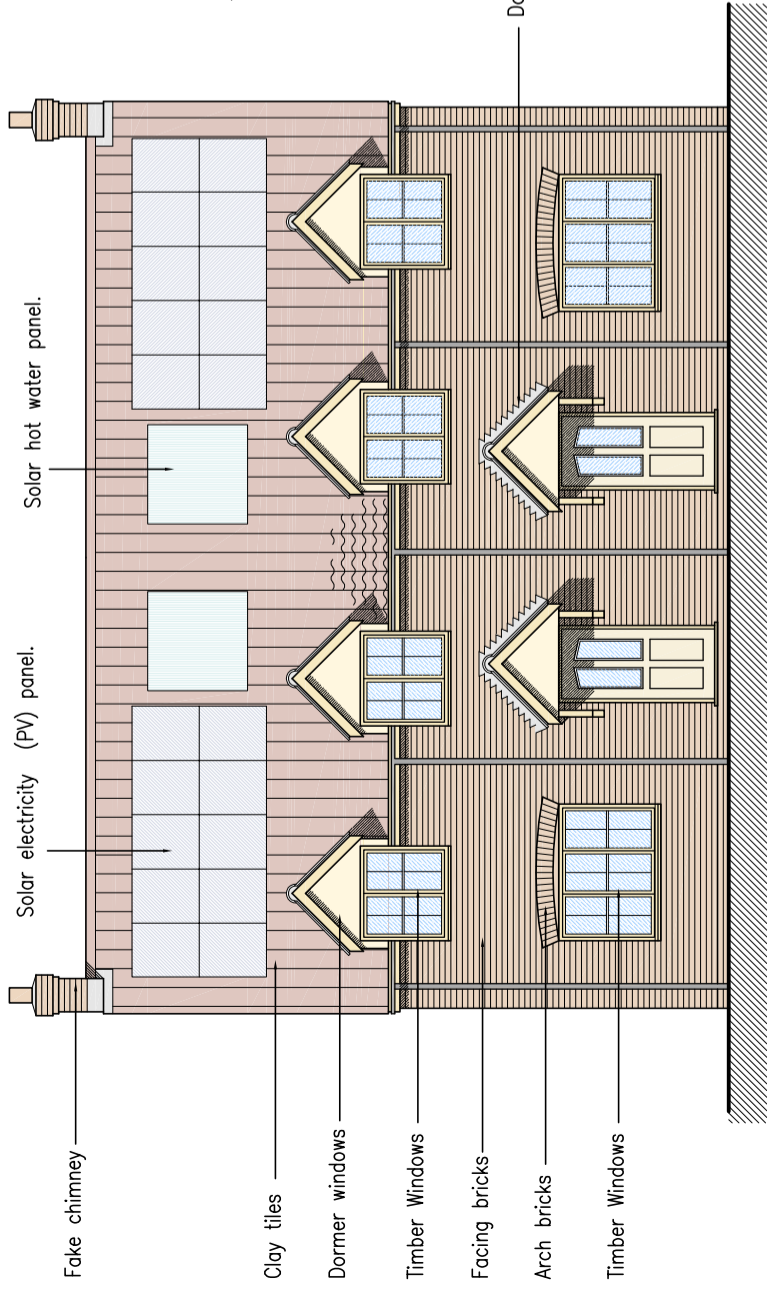


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ARCHITECTURAL DESIGN AND BUILDING

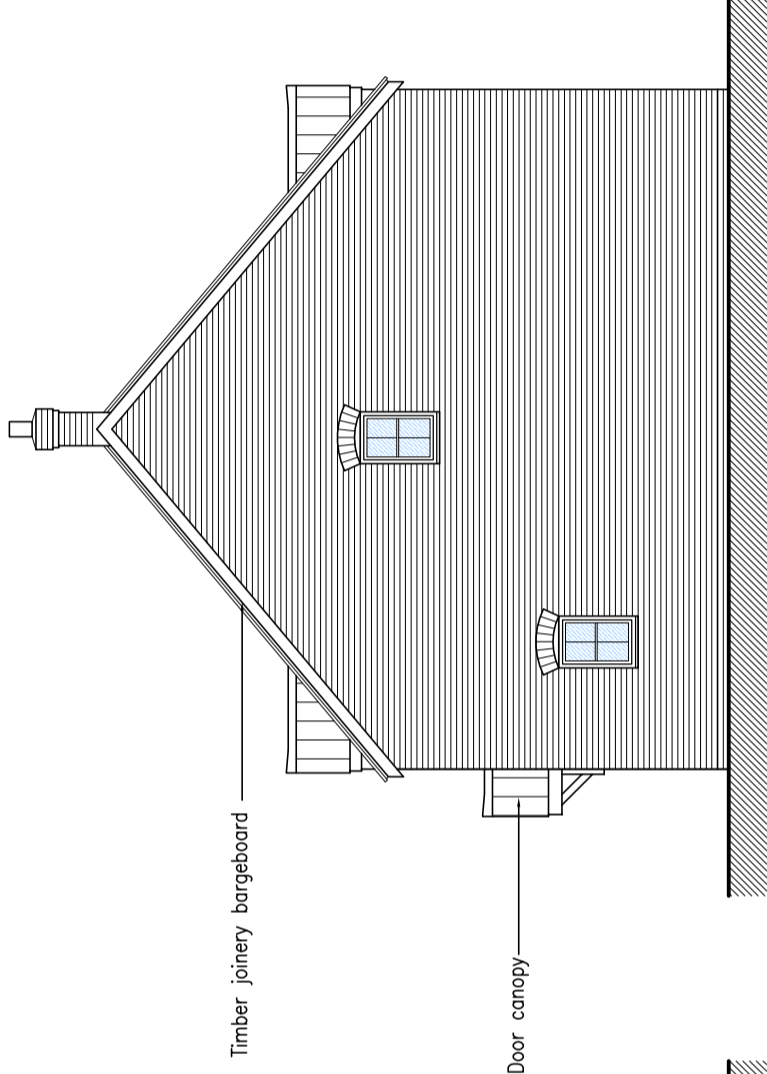
PROJECT
Proposed Residential Development
Land North of Manea Railway Station
Fodder Fen Road
Manea
CLIENT
Mr & Mrs. Wales
DRAWING TITLE
Proposed Site Plan

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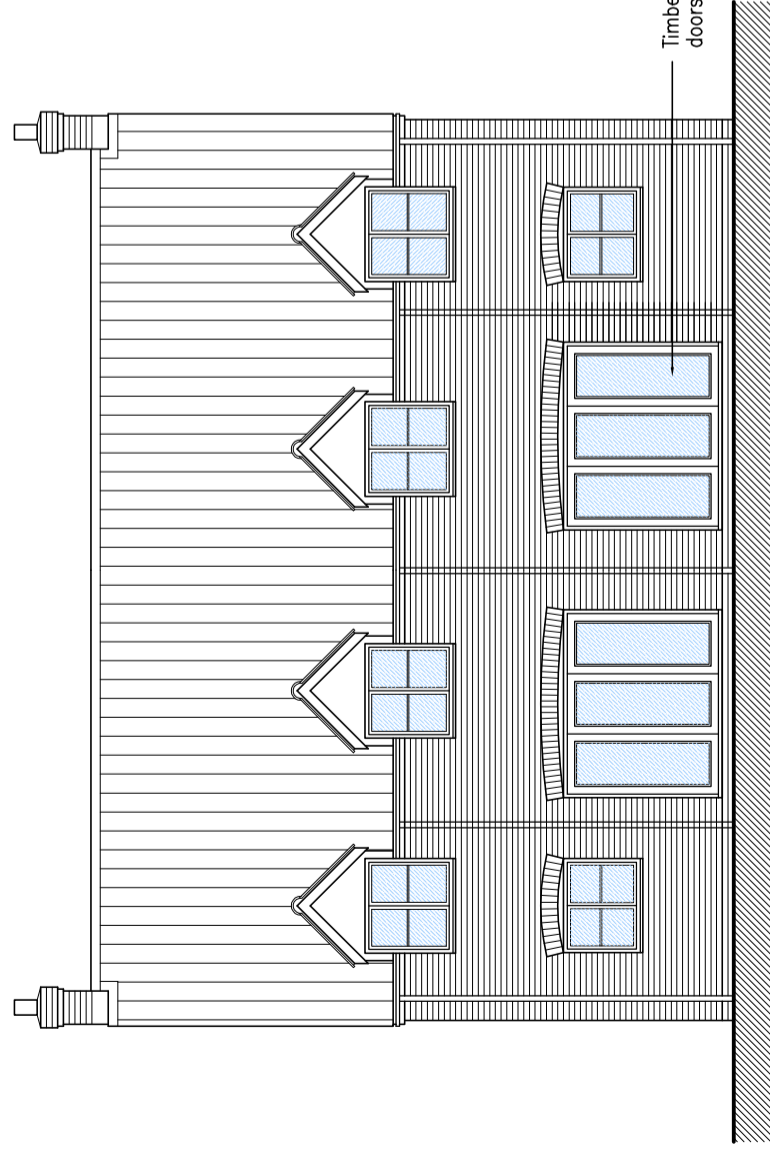
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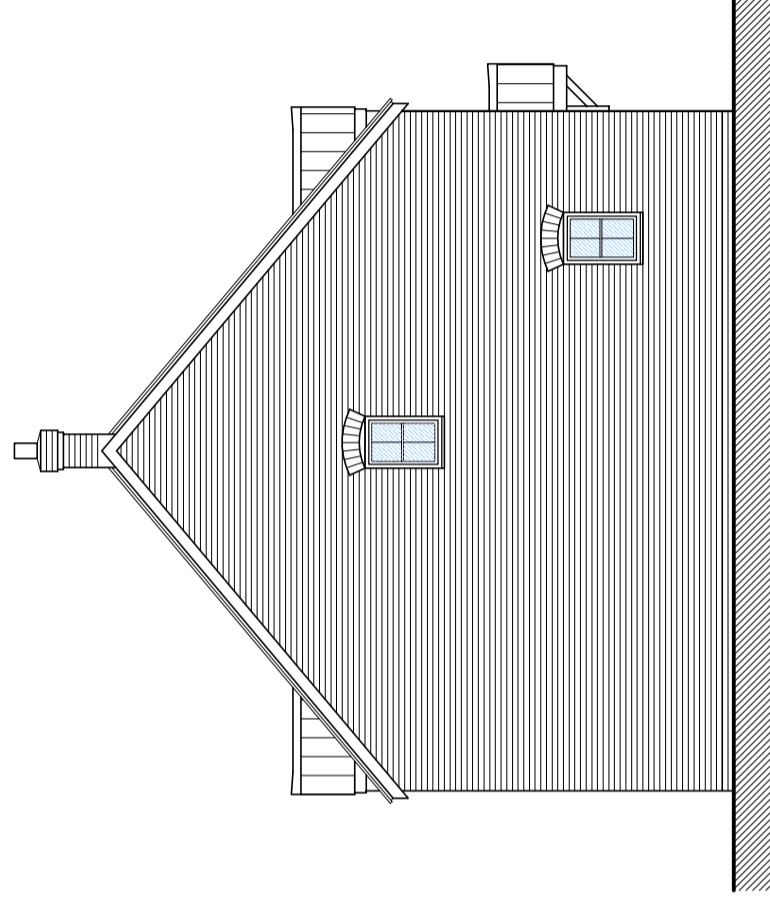
Front Elevation 1:100 @A3



Side Elevation



Rear Elevation



Side Elevation

PLOT 1, 2, 6 & 7



PROJECT

Proposed Residential Development
Land North of Manea Railway Station
Fodder Fen Road
Manea

CLIENT

Mr & Mrs. Wales

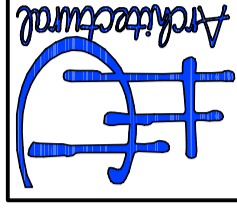
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House Type E - Elevations

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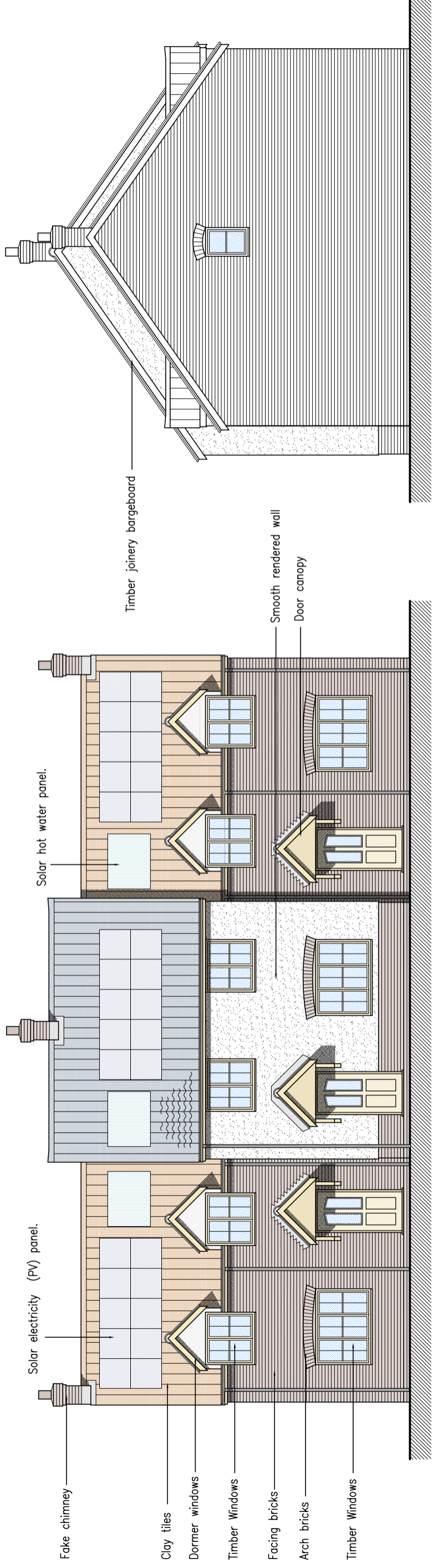
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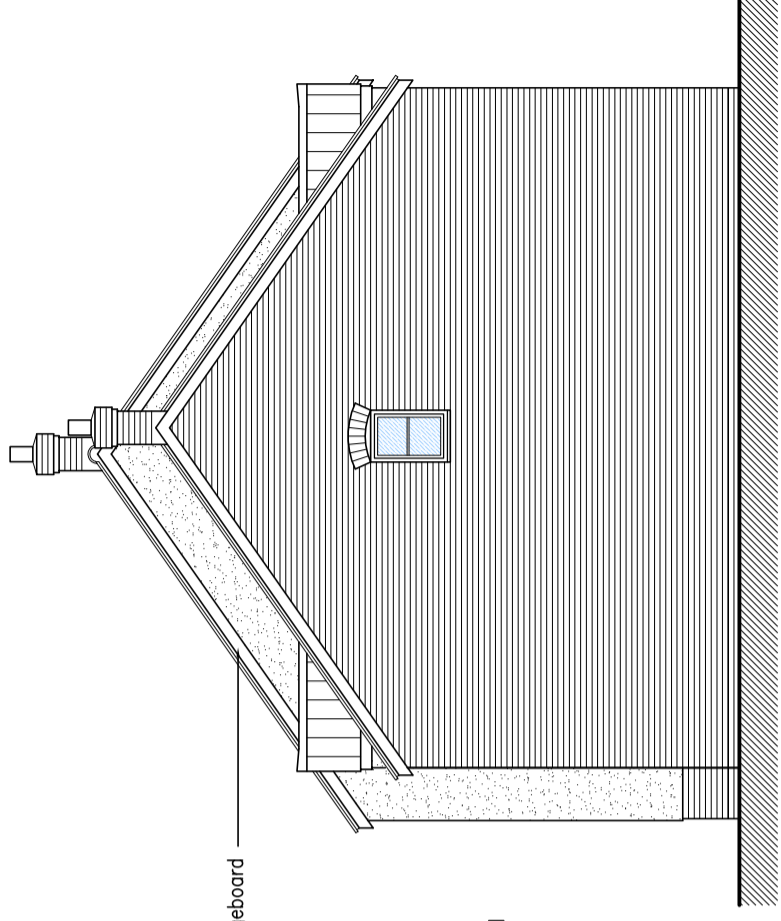
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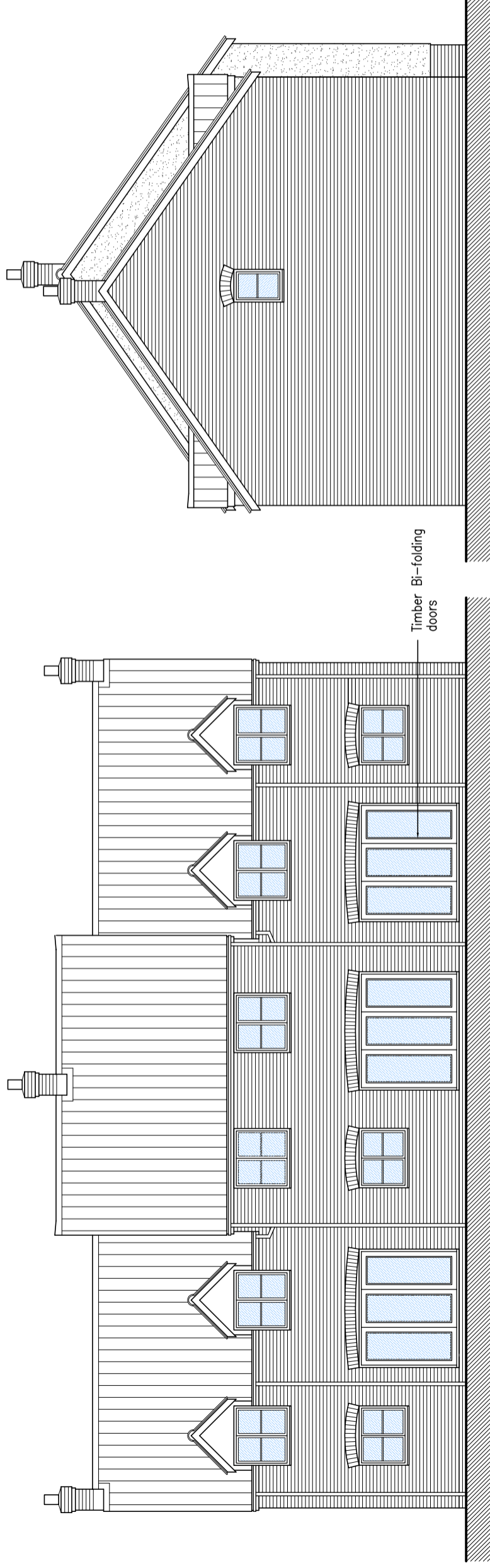




Front Elevation 1:100 @A3



Side Elevation



Rear Elevation

Side Elevation

PLOT 3 to 5

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PROJECT

Proposed Residential Development
Land North of Manea Railway Station
Fodder Fen Road
Manea

CLIENT

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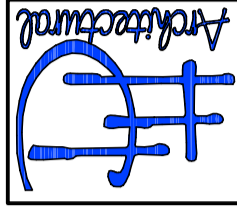
House Type D - Elevations

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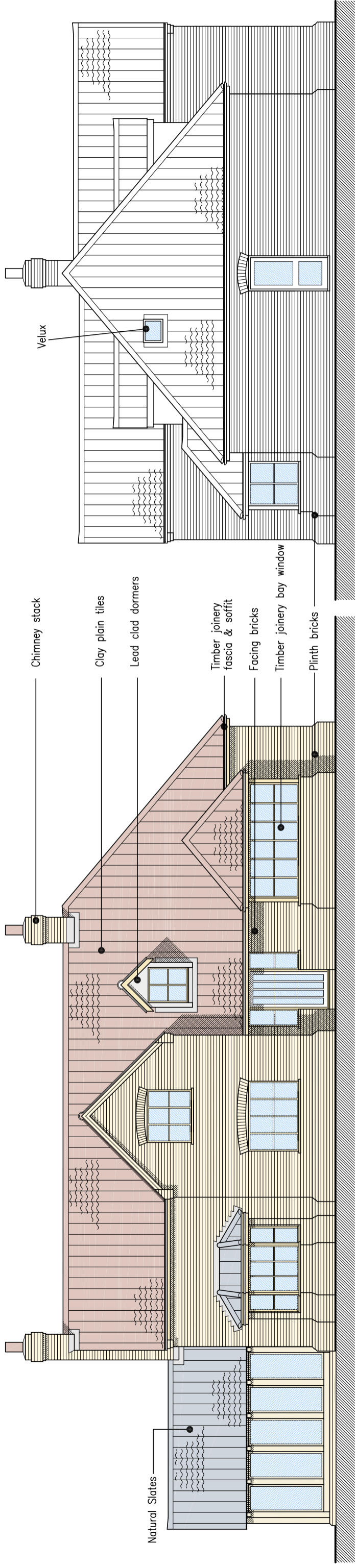
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30 OLD MARKET WISBECH CAMBS PE13 1NG



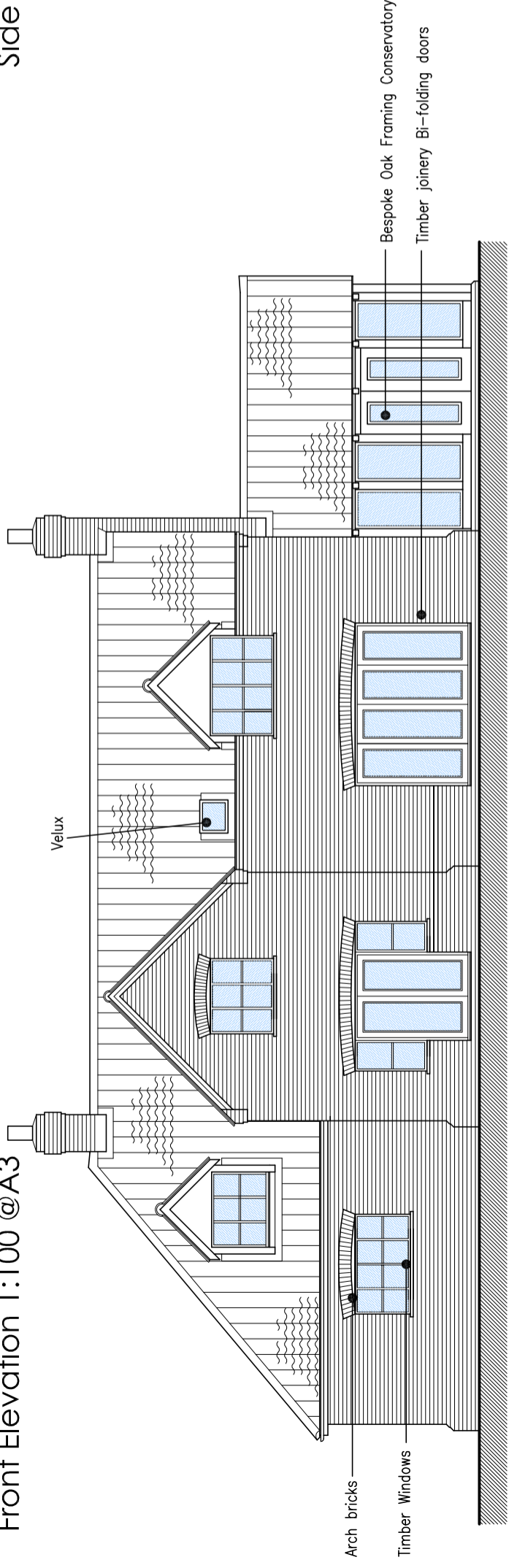
HOR. SCALE IN METERS
1:100





Front Elevation 1:100 @A3

Side Elevation 1:100



Rear Elevation 1:100

PLOT 8



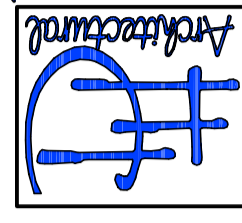
PROJECT
 Proposed Residential Development
 Land North of Manea Railway Station
 Fodder Fen Road
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CLIENT
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DRAWING TITLE
 House Type A - Elevations

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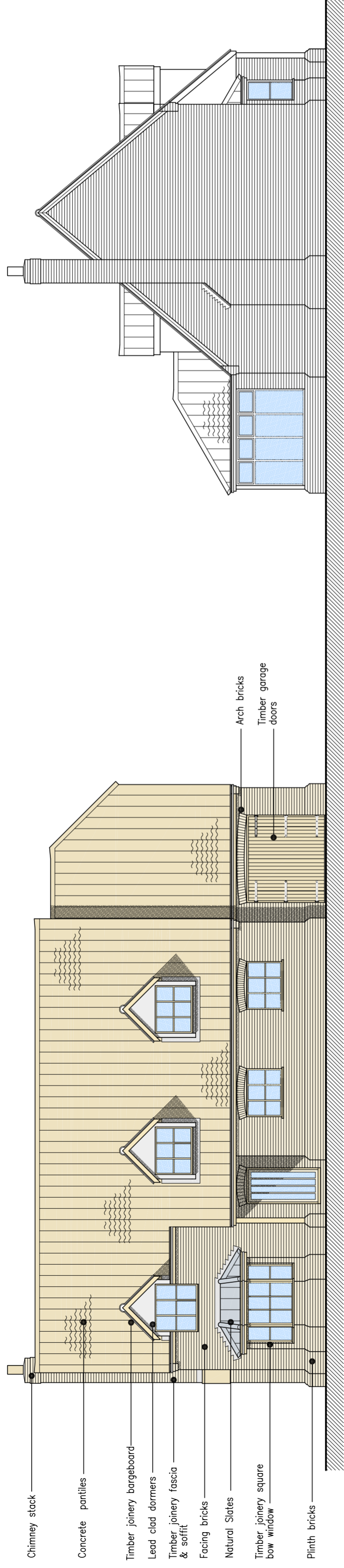


Building Design Group
 Category Winner 2008



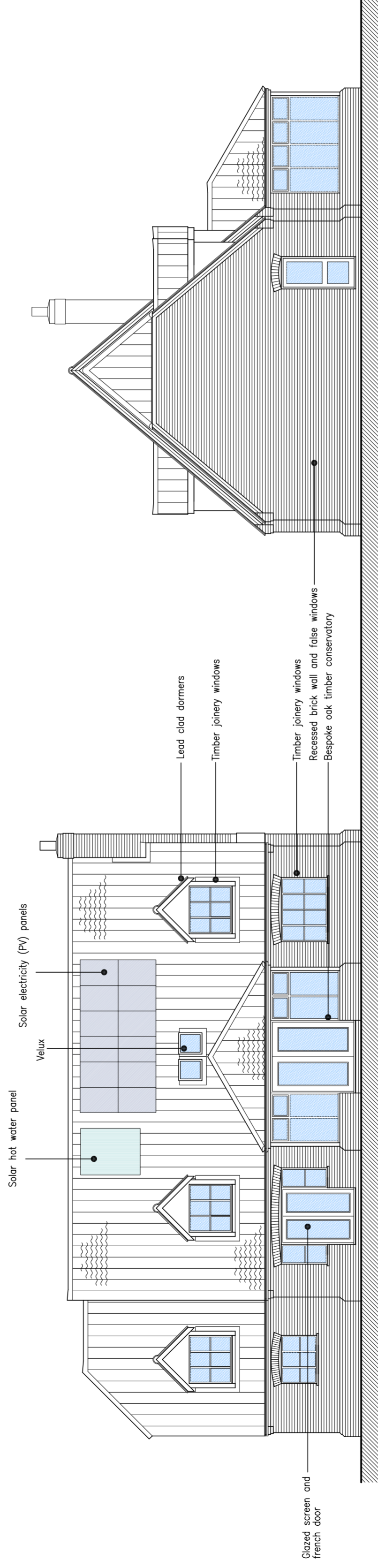
Bespoke Oak Framing Conservatory

Side Elevation 1:100



Front Elevation 1:100 @ A2

Side Elevation 1:100



Rear Elevation 1:100

Side Elevation 1:100

PLOT 9

Peter Humphrey Associates
ARCHITECTURAL DESIGN AND BUILDING

Proposed Residential Development
Land North of Manea Railway Station
Fodder Fen Road
Manea

CLIENT: Mr & Mrs. Wales

DRAWING TITLE: House Type B - Elevations

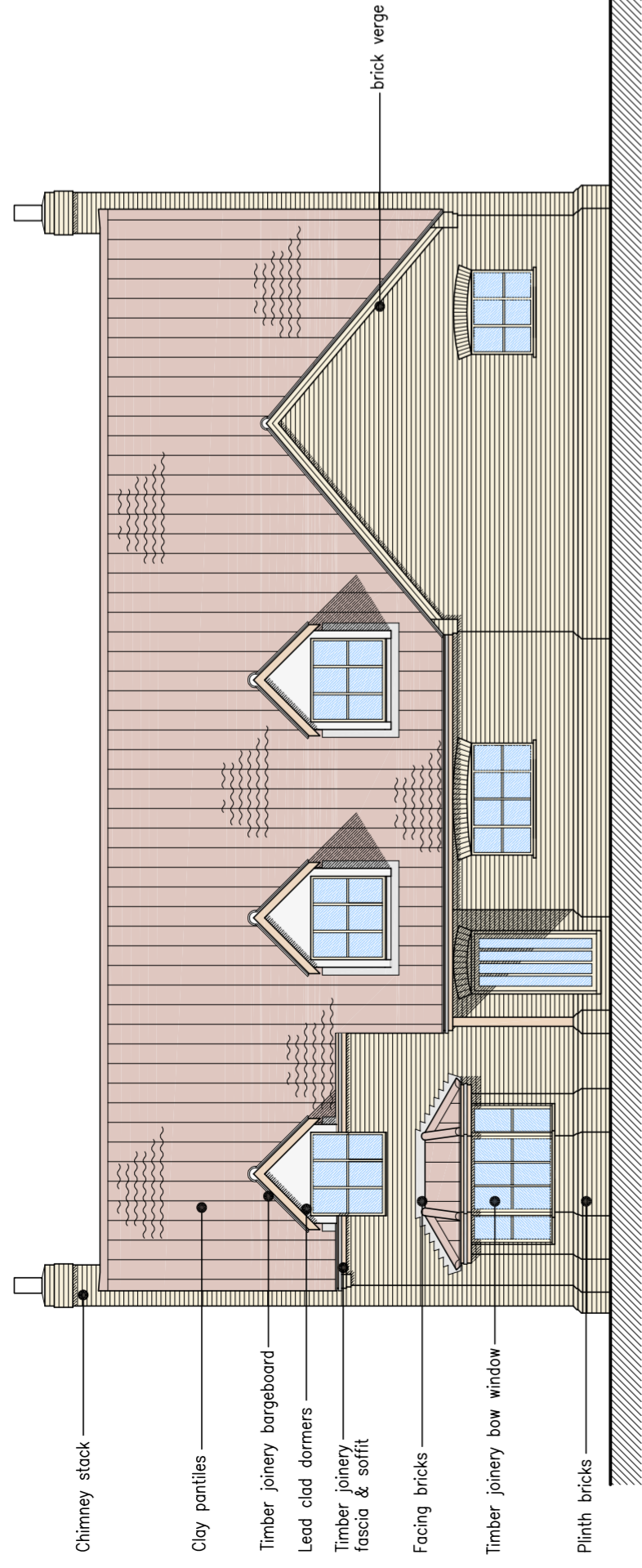
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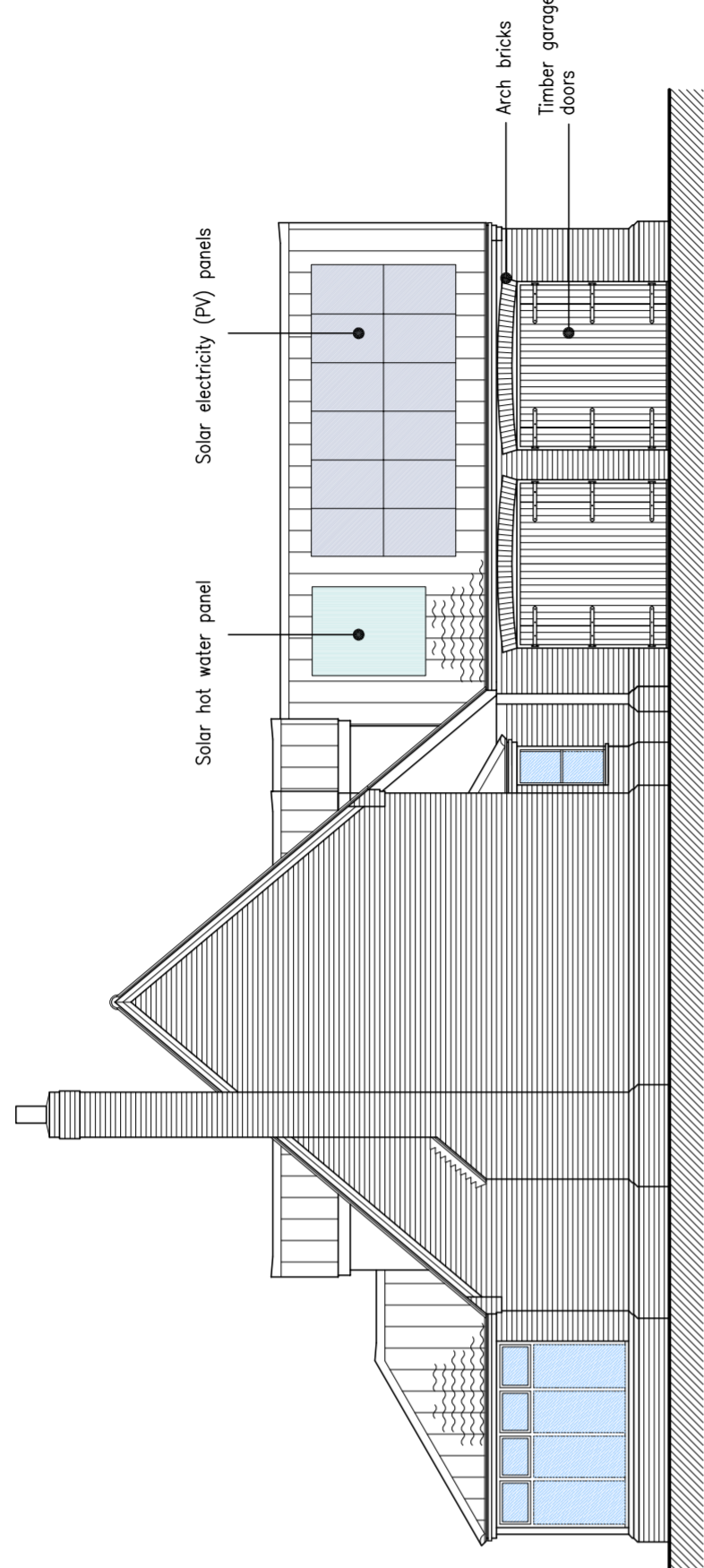
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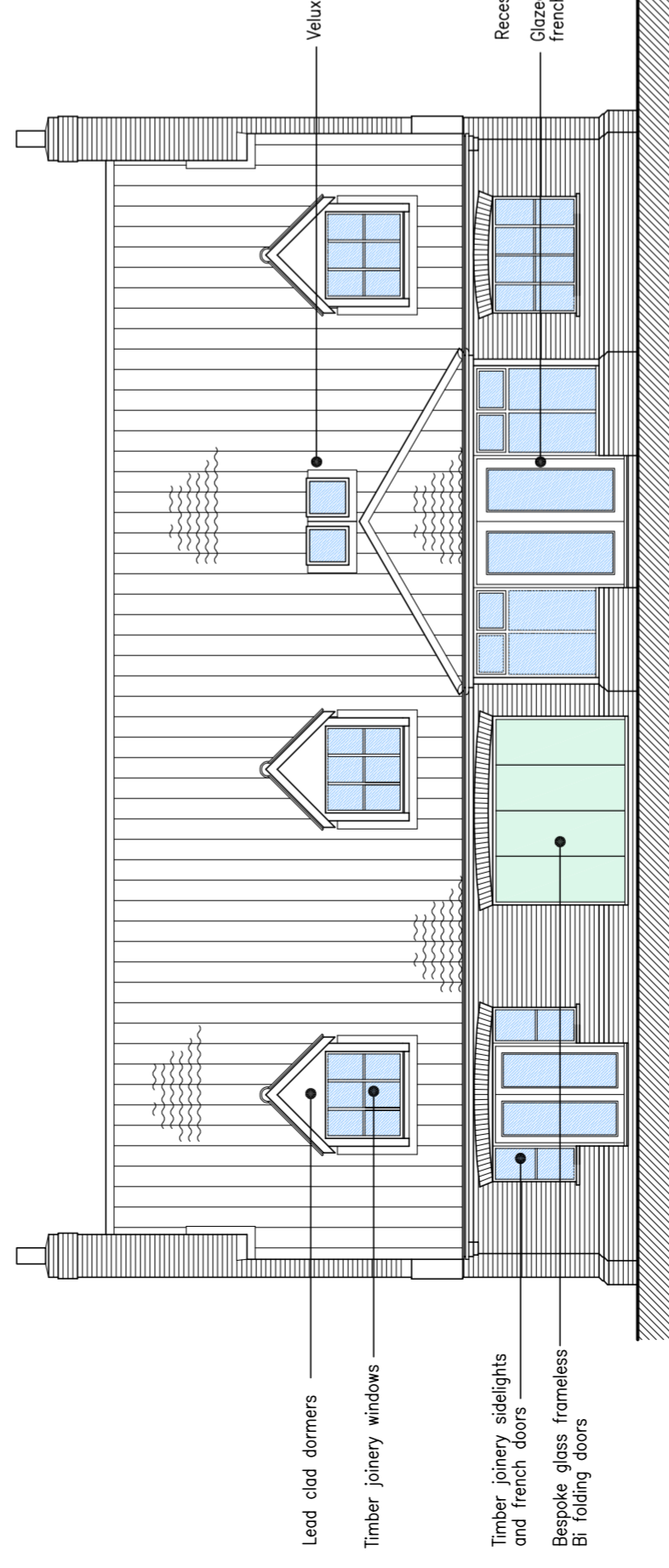




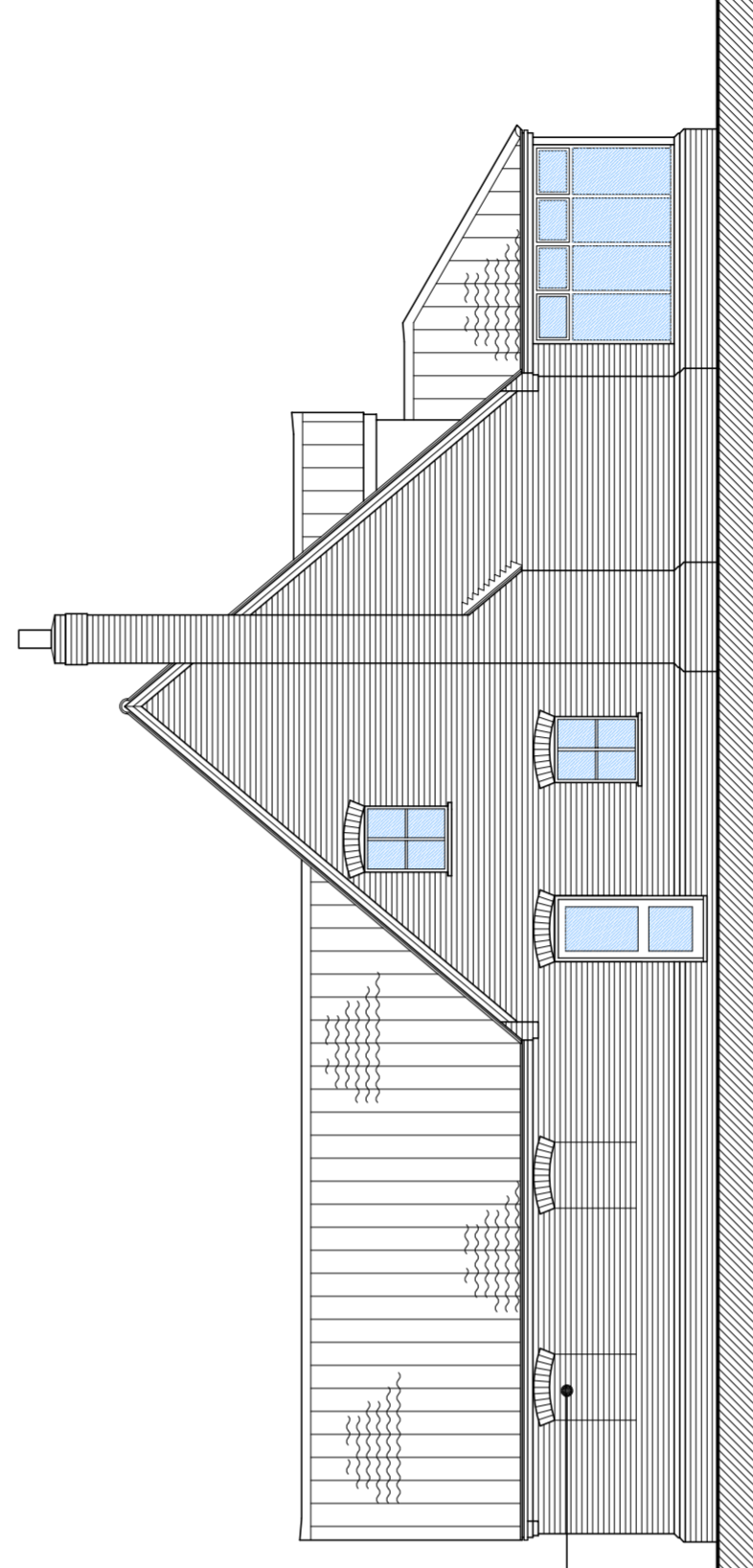
Front Elevation 1:100 @ A2



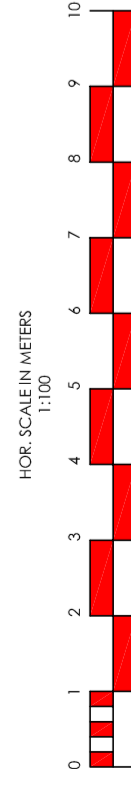
Side Elevation 1:100



Rear Elevation 1:100



Side Elevation 1:100



PLOT 10



PROJECT
Proposed Residential Development
Land North of Manea Railway Station
Fodder Fen Road
Manea

CLIENT
Mr & Mrs. Wales

DRAWING TITLE
House Type C - Elevations

DATE November 2012 SCALE AS SHOWN JOB No. 4875-P02-1

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