

Application Number: FYR14/0488/F

Minor

Parish/Ward: Wimblington

Date Received: 16 June 2014

Expiry Date: 20 November 2014

Applicant: Mr M Payne

Agent: C Rudd, Swann Edwards Architecture Limited

Proposal: Erection of 3 x 2-storey 4-bed dwellings and the formation of new accesses involving demolition of existing dwelling

Location: 14 Eastwood End, Wimblington

Site Area: 889 sq metres

Reason before Committee: This application is before committee due to the level of support received

1.0 EXECUTIVE SUMMARY/RECOMMENDATION

1.1 This application seeks full planning permission for 3 dwellings involving the demolition of an existing dwelling at 14 Eastwood End, Wimblington.

The site is located outside the built area of Wimblington in a location that has been previously deemed as unsustainable by virtue of a recent planning appeal.

Notwithstanding this fundamental policy objection the detailed elements of the scheme raise issues in terms of residential amenity and impact on the street scene as such the proposal fails to comply with Policies LP3, LP12 and LP16 of the Fenland Local Plan.

The application is therefore recommended for refusal.

2.0 HISTORY

None

3.0 PLANNING POLICIES

3.1 National Planning Policy Framework:

Paragraph 11 – Applications must be determined in accordance with the development plan unless other material considerations indicate otherwise

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 53 - Local Planning Authorities should set out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

Paragraph 55 - Avoid isolated dwellings.

Paragraph 64 - Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area.

3.2 **Fenland Local Plan:**

LP1 – A Presumption in Favour of Sustainable Development

LP2 – Facilitating Health and Wellbeing of Fenland Residents

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP5 – Meeting Housing Need

LP12 – Rural Area Development Policy

LP14 – Responding to Climate Change and Managing the risk of Flooding in Fenland

LP15 – Facilitating the creation of a More Sustainable Transport Network in Fenland

LP16 – Delivering and Protecting High Quality Environments across the District

LP18 – The Historic Environment

LP19 – The Natural Environment

4.0 **CONSULTATIONS**

4.1 ***Wimblington Parish Council:*** Not yet received

4.2 ***Local Highway Authority (CCC):*** The existing dwelling and associated parking will be demolished and removed and replaced by three new dwellings with two new access and associated parking. The existing access arrangement has poor visibility, so removal of this access is seen to be a positive step in terms of highway safety. The proposed parking space provision is consistent with FDC parking policy at three spaces per dwelling.

The proposed turning area will be unworkable when three vehicles are parked, which is likely to result in vehicles reversing out onto the public highway to gain forward direction. Can the tandem parking spaces be extended to provide a workable turning area for the single parking space? The forecourt area behind the single parking space should measure 6m as a minimum to allow vehicles to turn without shunting their vehicles. Pedestrian visibility splays should be detailed either side of the accesses. 1.5m x 1.5m splays should be shown up to the back edge of the footway.

The proposed access also needs to demonstrate acceptable vehicle inter-visibility. Post speed limit is 30mph but it's conceivable that vehicle speeds would be much lower than the posted speed limit in this location. The applicant will need to provide evidence to support this if visibility less than 2.4m x 43m is to be accepted. Defer for amended plans /further information.

4.3 ***Middle Level Commissioners:*** Noted that they will be commenting

4.4 ***FDC Environmental Protection Team:*** Note and accept the submitted information and have 'No Objections' to the proposed development. The proposal is unlikely to have a detrimental effect on local air quality or the noise climate. However given that the development involves the demolition of an existing dwelling a condition relating to unsuspected contamination should be imposed.

4.5 **Local Residents:**

8 Letters of support have been received which may be summarised as follows:

- Would be nice to see this dangerous and overgrown site developed
- Would provide homes for 3 new families
- Development of these wasted sites will bring new life to the village
- Historically the land has always been viewed as three building plots, and was sold to the current owner on this basis
- Would sustain village services and help local business
- Development of this site would be in keeping with other developments in this small hamlet
- Consider existing property in a dangerous state and not fit for purpose
- Surely precedents have been set by the development opposite Rhonda Park recently, and also a few years earlier for 2-dwellings

7 Letters of objection have been received which may be summarised as follows:

- Although in the Parish of Wimblington this area is a hamlet separated by the A141
- Proposal is out of character with Eastwood End
- Properties do not have garages, later garage additions would consolidate the built form and diminish rural aspect of the village
- Scheme will be parking dominant
- Development will cause a long term adverse impact on close neighbours and the village
- Will raise the accident risk factor for walkers and drivers who use the busy narrow minor road
- 3 access points will have a noticeable and detrimental effect on traffic flow
- Question accuracy of biodiversity information, bats have been witnessed on the site. Also notes that some trees have been felled.
- Will lead to on street parking which will be at conflict with other road users, including agricultural and business traffic
- Concern regarding method of demolition, fails to consider impact on neighbours
- Original plan for one detached dwelling is more in keeping
- Consider scheme contrary to NPPF as
 - It does not maintain the local historic cottage which dates from the 17th century, and has not considered archaeology of the site
 - Dwellings are much taller than the original dwellings, and no levels are included. They are also located away from the road and create a great mass of brick and concrete.
 - Will overshadow adjacent dwellings
 - Will cause a loss of privacy
 - Proposal represents overdevelopment
 - Will increase traffic
 - Identifies that the parking provision is unworkable and will result in vehicles reversing out onto the road
 - regarding parking and traffic using this small lane which is getting to saturation point already

- Has not considered light and noise impacts of development
- Considers design and layout will not fulfil the expectations of intended occupants
- There will be adverse impact on the area during the construction phase

5.0 SITE DESCRIPTION

5.1 The site is located away from the established settlement of Wimblington and comprises a detached vacant dwelling with associated outbuildings; a more detailed description of the property is contained under the 'heritage' section of this report.

6.0 PLANNING ASSESSMENT

6.1 Nature of Application

This application seeks full planning consent for 3 dwellings involving the demolition of the existing property 14 Eastwood End, which has been identified during the consultation process as a former village pub.

The main issues associated with this proposal are:

- **Principle, policy implications and sustainability**
- **Character and appearance of the area**
- **Heritage considerations**
- **Impact on residential amenity**
- **Highway safety matters**
- **Biodiversity**
- **Health and wellbeing**
- **Economic growth**

These are discussed in more detail below.

Principle, policy implications and sustainability: Wimblington is listed as a Growth Village in Policy LP3 the Fenland Local Plan, however the settlement at Eastwood End is physically detached from the main village/settlement by the A141 with no pedestrian linkages. Recent committee decisions have upheld this view, with one of these earlier refusals also being upheld recently at appeal (March 2014 – reference F/YR13/0422/F). In that case the Planning Inspector concluded that 'Eastwood End does not amount to a sustainable community with any significant services and, other than via use of private motor vehicles, it has relatively poor access to services and facilities elsewhere'.

Overall the proposed development in this location would be contrary to the aims of achieving sustainable development as set out in the National Planning Policy Framework.

Character and appearance of the area: The immediate area is characterised by frontage development of varying styles, scale and design. The existing property contributes to the rural nature of the settlement and marks the transition between the more modern large scale dwellings which characterize the approach from the east and the more tightly knit terraces.

Immediately to the north west of the site is a property set back from the road and heavily landscaped which further contributes to the character of the area. The proposed development although featuring individual designs has a defined rhythm and is overly parking dominant which is at variance to the character of the area.

Overall the proposal is considered contrary to Policy LP12 (d) and Policy LP16 (d) of the Local Plan 2014.

Heritage Considerations: A common theme in the consultation responses was the historic nature of the existing dwelling and in accordance with Policy LP18 this aspect needs to be duly considered in response to the submission. Our conservation team have inspected the property externally and note that the house would appear to date from the late 18th/ and early 19th century. It would appear to be a derivative of the pattern book farmhouses common at this time with an almost symmetrical frontage and rear out shot creating the typically Fenland asymmetric roof profile. It is built in a local red clay brick on the back edge of the footpath in English bond with gable end chimney stacks and a pantile roof. The principal elevation has three windows to the first floor and a window either side of the front door. Each window and door has an arch above. None of the windows are original, although the timber casements do have some age. A metal framed Crittal type window has been crudely inserted on the ground floor to the left-hand side. The building was previously a pub known as *The Chequers*. The remnants of a bracket for a hanging sign can still be seen on the principal elevation. There is what appears to be a wrought iron boot scraper near the front door.

The brickwork to the principal elevation has an oil based paint finish which is badly degraded, but this should be relatively simple to remove. Each gable appears to have been painted with a waste tar.

To the rear is a small common brick store/outbuilding complete with a horned sash window, corner chimney and slate roof. There is an adjoining WC.

The house benefits from a mature garden with attractive trees and a Lonicera boundary hedge beside the footpath. The Cherry tree beside the hedge has undoubted amenity value and should therefore be retained.

The former building is of significant architectural and historic interest. It represents a rare survival in amongst high-density modern ribbon development. It is certainly worthy of designation as a building of local interest and should be considered as a non-designated heritage asset. Whilst it has been neglected and is currently unused it would be capable of repair, refurbishment and reuse as a dwelling. Given the significance of the building and the contribution of both the house and its garden to the streetscene I see no justification for its demolition.

The application has a number of shortcomings. The significance of the house has not been properly considered in need design and access statement in addition to which no structural engineer's report has been provided to support the demolition. Given the nature of the construction, neglect and dilapidation of some of the outbuildings a bat survey should have been a pre-requisite of any application.

A detailed assessment of the three dwellings proposed has not been provided by the Conservation Team given the fundamental objection to the demolition of this property. However, in addition to the proposed demolition of the heritage asset it is disappointing to note that the hedging and trees to the front of the boundary would all be lost and that parked cars would have a very prominent position.

Impact on residential amenity: The existing dwelling occupies a position on the edge of the footpath and its out shot, which brings the property down to single storey proportions as it extends into the site by 8 metres, has a negligible impact on the property to the west. Whilst further outbuildings sit along this boundary they again are no higher than 4 metres and as such do not have an over dominant impact on their neighbour.

The new development which is situated further into the site to accommodate parking, will result in two storey (7 to 7.4 metres high) development which terminates 16 metres into the site leaving an unobscured outlook of circa 10 metres of the side/rear boundary. As such the flank wall of Plot 1a development will clearly dominate the outlook from No. 12 and given that it is located to the east it will also impact on residential amenity in terms of morning sun and overshadowing.

Accordingly the proposal is clearly contrary to LP16 (e) which states that proposal will only be permitted if it does not adversely impact on the amenity of neighbouring users such as noise, light pollution, loss of privacy and loss of light.

Highway safety matters: The initial consultation response of the LHA indicated deficiencies in the layout with regard to independent parking and turning and visibility. This has been addressed by the agent through the submission of amended plans which have generated the following further consultation response from the LHA. The revised plan whilst addressing the parking issues shows visibility below that outlined in Manual for Streets, i.e. 2.4m x 43m. The LHA have commented that in order to justify the reduced visibility out of the proposed accesses speed data should be provided. Automatic Traffic Counters located at the extremes of the proposed visibility would be the best method of obtaining this data. Survey's should be carried out in accordance with TA22-81. This data should also be used to demonstrate that the road is lightly trafficked/low speed and justifies a reduced X distance of 2.0m in accordance paragraph 7.7.7 from Manual for Streets and/or paragraph 10.5.8 from Manual for Street 2.

Accordingly at the time of drafting this report the scheme fails to demonstrate that it will not be to the detriment of highway safety by virtue of inadequate visibility.

Biodiversity: The Biodiversity Checklist completed by the agent indicates that there have been a number of walkovers of the site by their team and that no evidence of bats, barn owls or nesting birds and other biodiversity. This is at variance to local intelligence gained during the consultation process. In the absence of evidence to suggest a suitably qualified ecologist has surveyed the site, trees and buildings the potential impact of the development cannot be properly assessed. The scheme therefore fails policies LP16 (b) and LP19 of the Fenland Local Plan.

Health and wellbeing: In accordance with Policy LP2 of the Local Plan development proposals should positively contribute to creating a healthy, safe and equitable living environment. In doing so development proposals, amongst other things, should create sufficient and the right mix of homes to meet people's needs, and in the right location. It is considered that Eastwood End represents an unsustainable location where residents will not be able to easily access local services and facilities without dependence on a private motor vehicle.

Economic growth: Whilst the development would be likely to provide a degree of local employment during construction together with future new home bonus income etc., there has been no evidence submitted with the application to suggest as to how development in this location would support the continued sustainability and economic growth of Wimblington. As such this does not overcome the significant issues relating to the principle of development as discussed in this report.

7.0 CONCLUSION

7.1 The current proposal which has not been subject to pre-application, fails to comply with policy with regard to heritage, sustainability and amenity considerations. Furthermore the submission is incomplete as it fails to evidence that the highway and biodiversity implications of the scheme can be appropriately mitigated against. Accordingly the only recommendation that can be made is one of refusal as the scheme is clearly contrary to the Development Plan.

8.0 RECOMMENDATION

REFUSE

- 1 **The proposed scheme, which details development located outside the main settlement of Wimblington has not been supported by sufficient justification for the introduction of further dwellings within an unsustainable location. As a result the proposal is contrary to the provisions of the National Planning Policy Framework paragraph 55 and Policies LP12 and LP16 of the emerging Fenland Local Plan Core Strategy Proposed Submission February 2013.**
- 2 **The development is of a scale and in a location which would introduce a suburban form development, which is overly dominated by parking, within a rural setting resulting in adverse harm to the character and appearance of the area. Accordingly the proposed development is contrary to Policies LP12 (a) and (d) and LP16 (d) of the Fenland Local Plan 2014 which both seek to secure high quality development which contributes to the sustainability of each settlement and does not harm the character of the locality.**

- 3 The proposal would result in the unjustified loss of a dwelling which has been identified through the consultation process as being worthy of designation as a building of local interest by virtue of its significance and the contribution that it makes to the streetscape. Accordingly the scheme is contrary to Policy LP16 and LP18 of the Fenland Local Plan 2014 which both seek to protect, conserve and enhance the historic environment of the District.
- 4 The proposed development would by virtue of its scale and positioning have a negative impact on the amenities of the adjoining residential occupiers at No. 12 Eastwood End, Wimblington with regard to over dominance and overshadowing. Accordingly the scheme is contrary to Policy LP16 (e) of the Fenland Local Plan 2014.
- 5 The application fails to evidence that the reduced level of vehicle to vehicle visibility proposed is acceptable in this locality through the submission of detailed traffic speed survey. Accordingly the scheme fails to demonstrate that it is acceptable in terms of highway safety and is therefore contrary to Policy LP12 (j) and LP15(c) which seek to secure safe access to development sites
- 6 The application fails to incorporate mitigation measures for protected species that may be present on the site due to the lack of an appropriate biodiversity study. The proposal is therefore contrary to Policies LP12, LP16 and LP19 of the Fenland Local Plan 2014.

UPDATE FROM 20th AUGUST 2014 PLANNING COMMITTEE

This application was deferred from the 20th August 2014 committee prior to the meeting as the Chairman favourably considered an extension of time request from the applicants agent; the scheme was therefore not debated at that time. A written update had been prepared for Members which was as follows:

Correspondence from Agents: The agents for the scheme have requested a further extension of time to enable them to address the issues highlighted during the consultation process and intend to submit further details in respect of highways, biodiversity and justification to demolish the existing building.

Officer Comment: The request regarding a further extension of time is acknowledged, yet considered premature to the formal consideration of the scheme by Members given the 'in principle' policy issue highlighted in the report. Should Members be minded to make a recommendation at variance to that contained within the agenda the scheme would have to be deferred to enable the outstanding issues to be resolved. It would be at that time that a further extension of time could be agreed.

They also highlight that they consider a recent approval of 3 dwellings further along Eastwood End and outside of the former Development Area Boundary is material to the consideration of their application and highlight their difference in opinion regarding the sustainability of Eastwood End.

Officer Comment: The earlier committee approval highlighted relates to land east of 30 Eastwood End, Wimblington. This decision was made in late 2011 at a time of transition between the 1993 Plan and the current Fenland Local Plan and when Officers were mindful of the Interim Planning Policy Statements. Furthermore at that time Eastwood End benefited from its own development area boundary which is no longer the case.

They have also queried how the consultee letters have been captured in the report given that some households have submitted two letters.

7 letters of objection have been received from 5 households, together with 3 further letters of objection from previous contributors

11 letters of support have been received from 9 households

Additional consultee responses:

CCC Archaeology: Site lies in an area of high archaeological potential and should be subject to a programme of archaeological investigation which should be secured by condition.

Middle Level Commissioners: Applicant has not provided evidence that a viable scheme for surface water disposal is achievable within the limited site area.

Interested Parties: Three further letters of support have been received which may be summarised as follows:

- Development would achieve 3 nice family homes and bring business to the area
- Would make Eastwood End a more pleasurable street

Three additional representations have also been received from earlier contributors as follows:

- The issue of access has not been adequately addressed and the scheme will result in road congestion will impact on access by emergency vehicles. Queries who will monitor on street parking etc
- Noted that road used as a shortcut to miss the bypass
- vehicle count between 7:30 and 8:30am, during school holidays, totalled 66 vehicles; including 5 lorries, 3 tractors and trailers. Traffic and speed survey necessary.
- approximately 75 vehicles per hour use the road
- size and scale of development out of keeping, issues of overlooking and overshadowing
- property should be retained and renovated as part of village heritage, new housing will be at odds with the area.

- queries the motivation of the writers expressing support for the proposal, given some do not live in the immediate locality

Other issues: The archaeological and surface water issues could be dealt with via condition. Although noting the comments raised by MLC regarding scheme density Members may consider that these details should be agreed at the outset.

INFORMATION RECEIVED POST AUGUST 2014 PLANNING COMMITTEE

Subsequent to the August Planning Committee 2014 the agent has provided the following further information to address the issues of biodiversity, highway safety and heritage raised in the original report:

- i) Preliminary Ecological Appraisal
- ii) Speed Survey Data
- iii) Engineers Inspection Report

These documents have been evaluated and further comments in respect of the individual items are made below:

Biodiversity

Due consideration has now been given to biodiversity with an extended Phase 1 Habitat survey having been undertaken on the site. This comprised a walkover, building inspection and dusk emergence survey supported by a desk top study. Whilst the survey made certain recommendations regarding best practice on site prior to and during construction as precautionary measures there were no species found on the site that would warrant the scheme being resisted on biodiversity grounds.

In addition to the precautionary measures highlighted the study also made recommendations regarding biodiversity enhancements through the provision of both bat and bird boxes and retaining routes through any boundary fences for hedgehogs to forage.

Highway Safety

The LHA have given due consideration to the speed survey and supporting information supplied and in response has commented as follows:

From the speed survey information provided the 85% speeds with wet weather correction from the east and west are 26.4mph and 20.1mph respectively. The automated traffic counter data provided clearly demonstrates this is a "lightly trafficked" road by definition. In light of the low vehicles speeds and trip rates recorded [the LHA are satisfied that] the site meets the criteria for a 2.0m x distance set out in Manual for Streets.

The 85% speeds with wet weather correction results in Y distance/SSD of 25m to the west and 36m to the east of the proposed accesses. The western visibility splay is therefore acceptable for both accesses. Arguably you could even extend the visibility splay to the centreline of the road due to the unlikely occurrence of vehicles overtaking around the bend which would in reality result in better visibility than indicated on plan. The visibility to the east is again acceptable once you have taking the splay to a 0.5 - 1m offset into the carriageway.

On site turning is provided for all plots which allows vehicles to enter and exit in a forward gear. Pedestrian visibility splays are provided at each access so any vehicles that do need to encroach onto the public footway to obtain the required level of visibility at the 2.0m set back distance will not compromise the safety of pedestrians on the adjacent footway as they will have good visibility/perception of pedestrians approaching from both east and west.

The development would therefore result in the removal of a single substandard access and replace it with a single and shared access with acceptable visibility. In light of the above the LHA have confirmed that they would have no reason to raise any highway objections based on the evidence presented.

Heritage Considerations

A structural report has been submitted which outlines that the premises has experienced structural movement to the roof, walls, floors and is in very poor condition. The report notes that the prospects for future movement would be high as numerous structural members are undersized and the property would have shallow brick corbelled foundations bearing onto highly shrinkable Ampthill Clay. The expected cost of the works outlined in the report is identified by its author as being substantial and not cost effective. Furthermore they note that if the property was refurbished it would still be a high maintenance property and unsuitable for modern living due to restricted space and restricted floor and ceiling heights.

Additional consultation responses

Parish Council: Wimblington Parish Council have no additional comments to make

Local Residents: 1 additional consultation response received which outlines that they feel there is nothing relevant to the original application in the surveys. In that the trees have been cut down on site reducing available habitats, the building is capable of refurbishment and that the speed of vehicles is not the issue it is about the parking of vehicles and the increase in vehicles using the road.

ASSESSMENT

It is considered that the biodiversity and highway safety concerns highlighted in the original report have been satisfactorily addressed and according reasons for refusal nos. 5 and 6 may now be deleted. Whilst it has been demonstrated that the property is in poor condition and asserted that it would not be cost effective to refurbish the premises no financial evidence has been provided within the document as submitted to support this assertion. As such it is considered appropriate to sustain refusal reason 3.

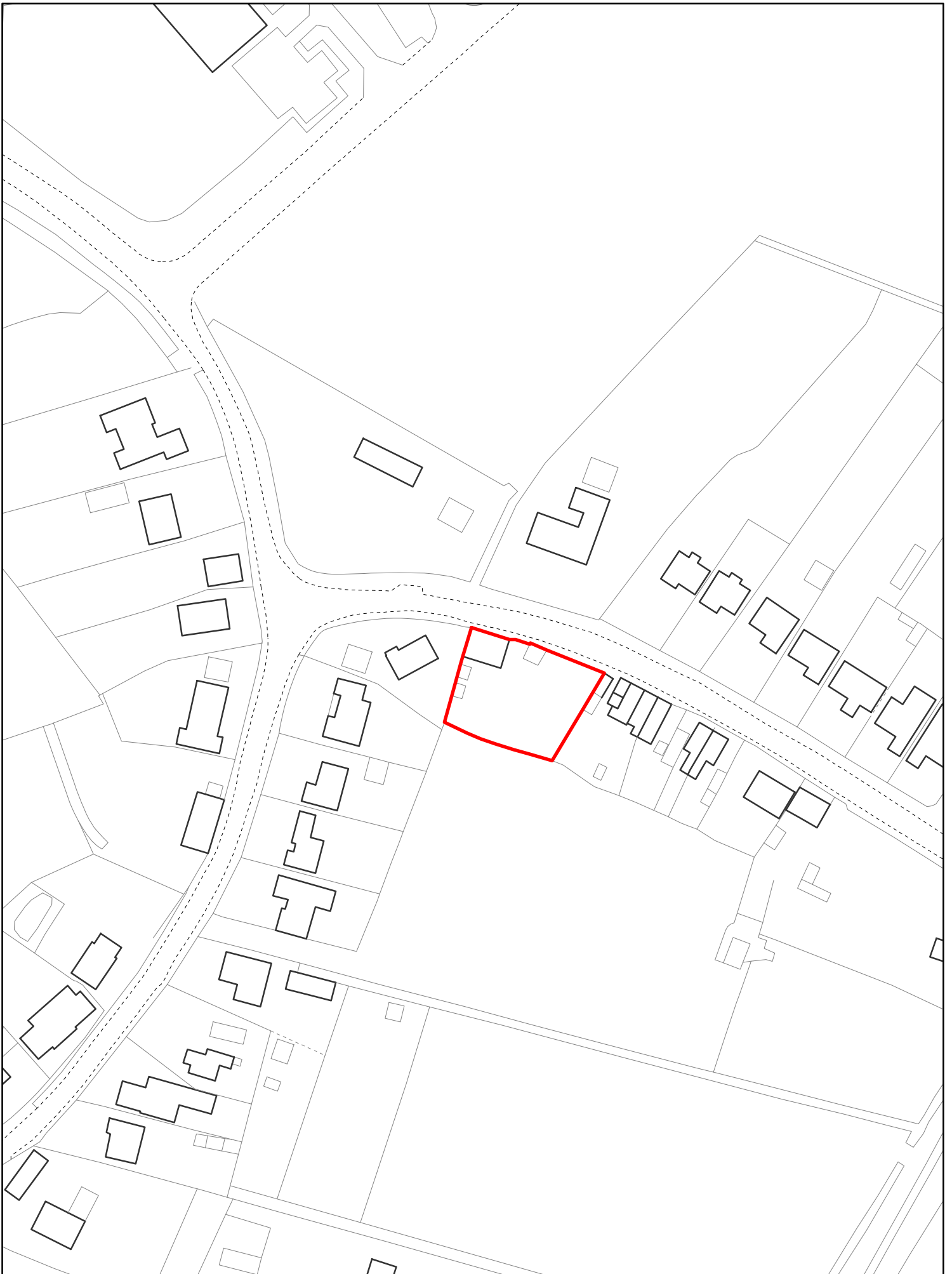
Notwithstanding the above the 'in principle' objections remain in respect of location being deemed as unsustainable; with this view having been supported by recent appeal decisions. There are also site specific objections regarding design and layout in respect of residential amenity that have failed to be addressed.

As such it is considered that the scheme remains contrary to local planning policy and the Officer recommendation to refuse, albeit with reasons 5 and 6 deleted, remains appropriate.

RECOMMENDATION

REFUSE

- 1 The proposed scheme, which details development located outside the main settlement of Wimblington has not been supported by sufficient justification for the introduction of further dwellings within an unsustainable location. Accordingly the proposal fails to provide access to jobs, facilities and services locally resulting in low levels of residential amenity contrary to the provisions of the National Planning Policy Framework paragraph 55 and Policy LP2 and LP3 of the Fenland Local Plan.**
- 2 The development is of a scale and in a location which would introduce a suburban form development, which is overly dominated by parking, within a rural setting resulting in adverse harm to the character and appearance of the area. Accordingly the proposed development is contrary to Policies LP12 (a) and (d) and LP16 (d) of the Fenland Local Plan 2014 which both seek to secure high quality development which contributes to the sustainability of each settlement and does not harm the character of the locality.**
- 3 The proposal would result in the unjustified loss of a dwelling which has been identified through the consultation process as being worthy of designation as a building of local interest by virtue of its significance and the contribution that it makes to the streetscape. Accordingly the scheme would have a negative impact on the character of the location and would erode the heritage of this locality contrary to Policy LP16 and LP18 of the Fenland Local Plan 2014 which both seek to protect, conserve and enhance the historic environment of the District.**
- 4 The proposed development would by reason of its scale and positioning have a negative impact on the amenities of the adjoining residential occupiers at No. 12 Eastwood End, Wimblington with regard to over dominance and overshadowing. Accordingly the scheme is contrary to Policy LP16 (e) of the Fenland Local Plan 2014.**



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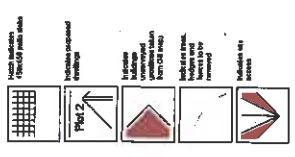
General Notes

1. All elevations are shown in perspective.
2. The exterior finish is to be as shown.
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ELEVATION KEY



SITE PLAN KEY

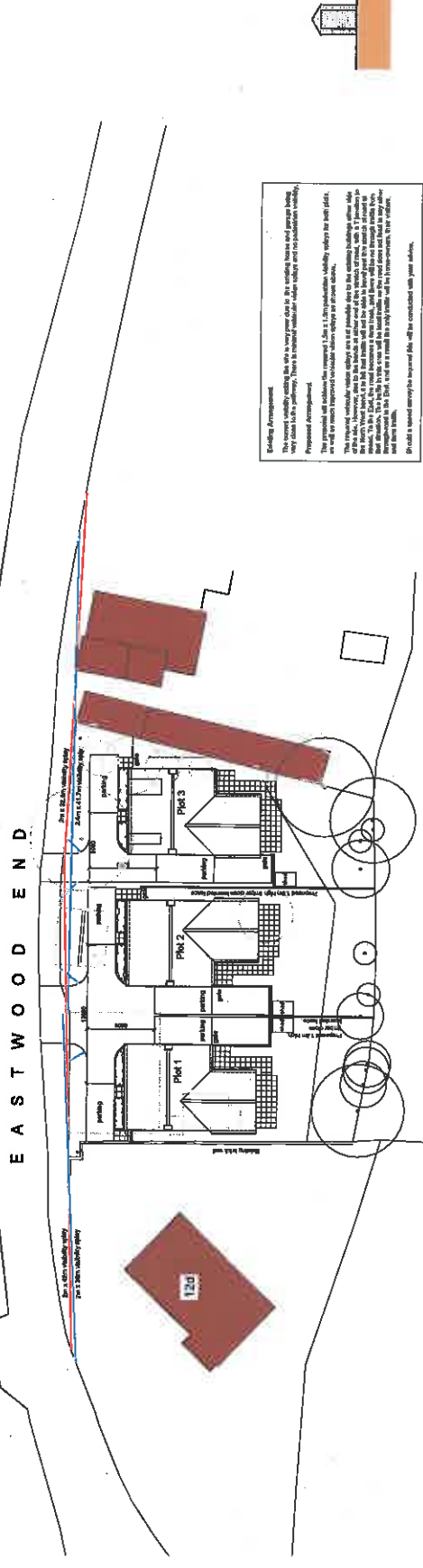


Side (SE) Elevation
Scale: 1:100

Rear (SW) Elevation
Scale: 1:100

Side (NW) Elevation
Scale: 1:100

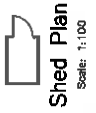
Front (NE) Elevation
Scale: 1:100



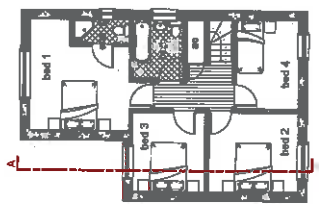
Building Arrangement

The owner is requesting that the building be sited on the lot in a way that provides the best possible view of the building from the street. The building arrangement is shown in the site plan. The building arrangement is shown in the site plan. The building arrangement is shown in the site plan.

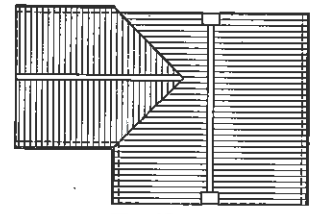
Shed Elevations
Scale: 1:100



Site Plan
Scale: 1:200



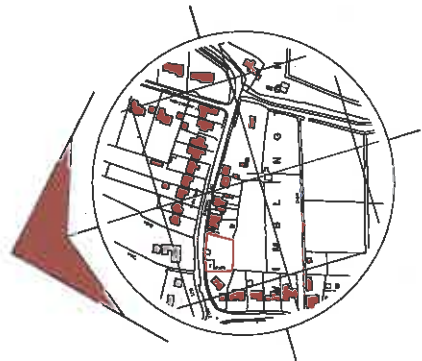
First Floor Plan
Scale: 1:100



Roof Plan
Scale: 1:100



Section A-A
Scale: 1:100



Location Plan
Scale: 1:2500

SWANN EDWARDS ARCHITECTURE

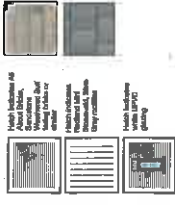
11741 10th St. N. Suite 100
Edmonton, Alberta T6E 2E1
Phone: 780-443-1174
Fax: 780-443-1175
www.swannedwards.ca

Project No.	2014
Client	Various
Project Name	Various
Project No.	2014
Client	Various
Project Name	Various

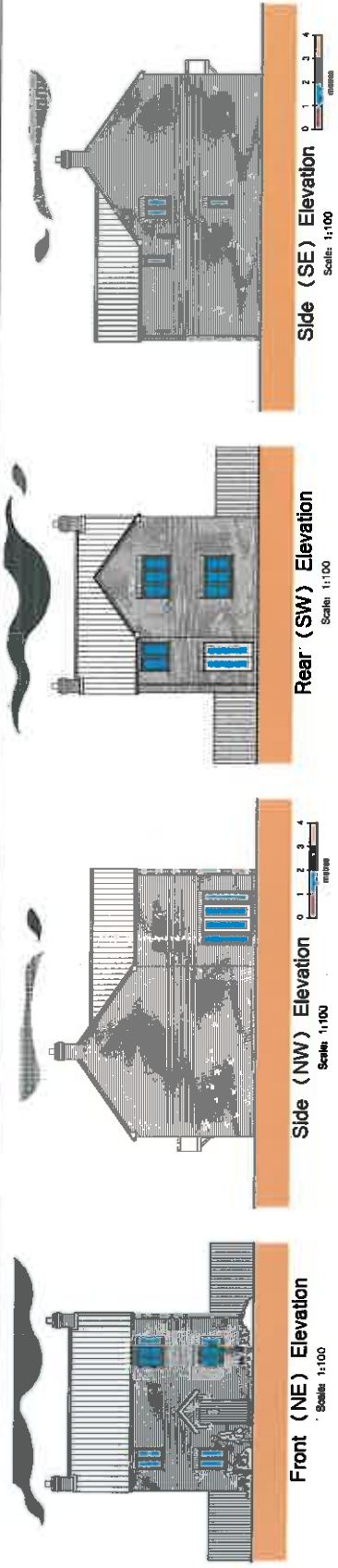
Prepared: Three-Dimensional House
Reviewed: [Name]
Checked: [Name]
Drawn: [Name]

Client Notes
 1. The existing pool can be sealed, ground underneath only to be used as a parking area.
 2. The existing pool can be sealed, ground underneath only to be used as a parking area.
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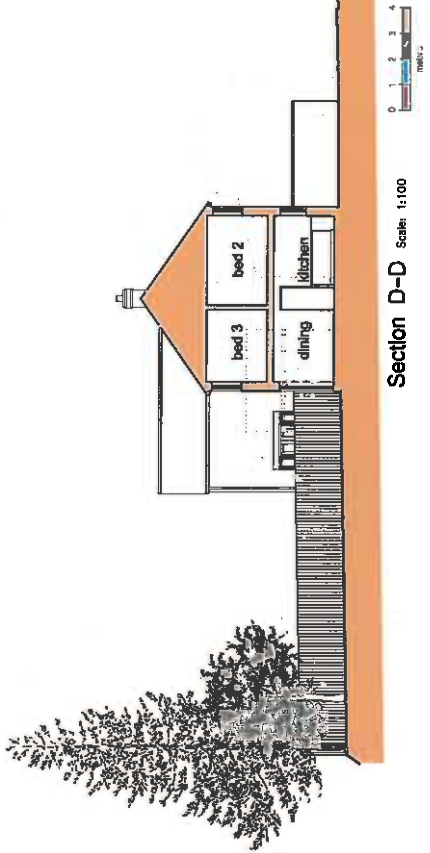
ELEVATION KEY



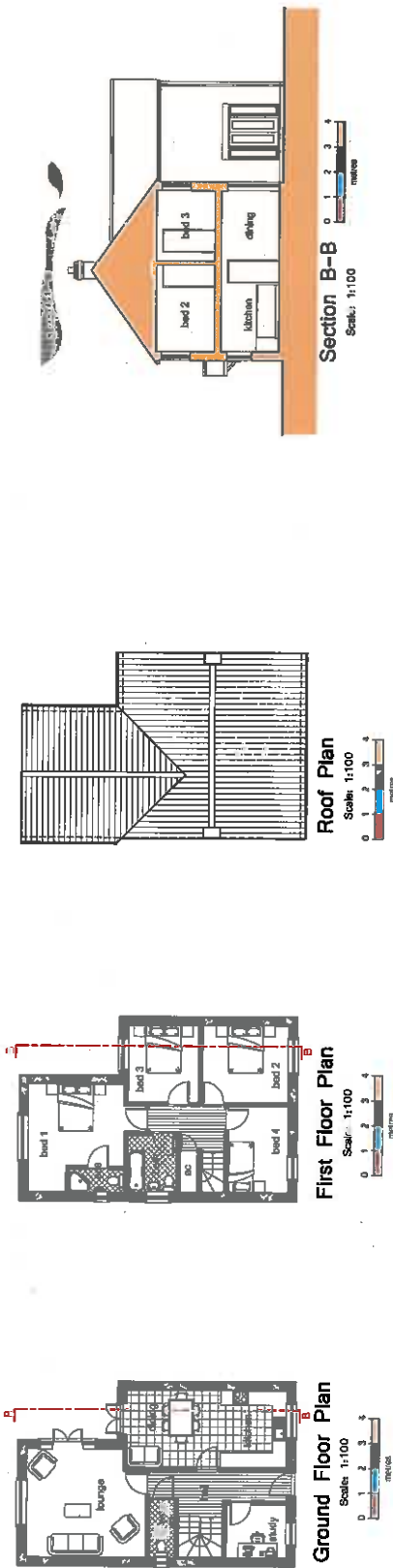
Material swatches shown on this sheet are not to scale.



EASTWOOD END



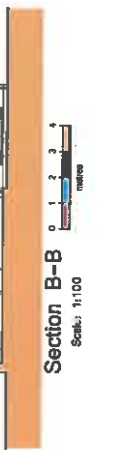
Section D-D Scale: 1:100



Ground Floor Plan Scale: 1:100

First Floor Plan Scale: 1:100

Roof Plan Scale: 1:100



Section B-B Scale: 1:100

SWANN EDWARDS ARCHITECTURE
 Swann Edwards Architects Ltd., Design House, 404 Cook Street, Mount Cook, Christchurch, New Zealand
 Phone: +64 (0) 3 333 3333
 Fax: +64 (0) 3 333 3333
 Email: info@swannedwards.co.nz

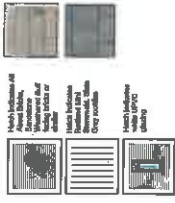
Proposed Three-Draft House
 14 Eastwood End
 Christchurch
 Client: Swann Edwards Architects Ltd.

Drawn by	10/11
Checked by	AT
Scale	CR
Date	10/11

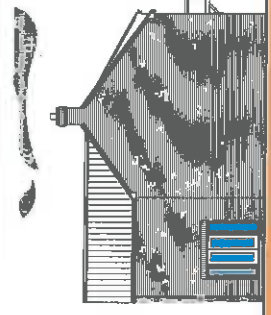
Plotting Date: 10/11
 Scale: 1:100
 Client: Swann Edwards Architects Ltd.

General Notes:
 1. The drawing shall be used for construction only to be used.
 2. The drawing shall be used for construction only to be used.
 3. The drawing shall be used for construction only to be used.
 4. The drawing shall be used for construction only to be used.

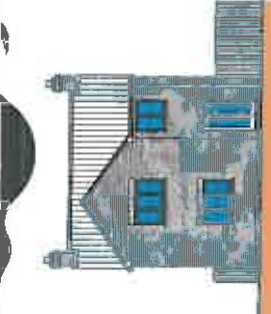
ELEVATION KEY



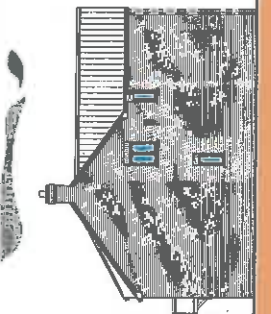
Material palette (top to bottom):
 1. Wood
 2. Stone
 3. Brick
 4. Concrete
 5. Glass
 6. Metal
 7. Paint
 8. Other



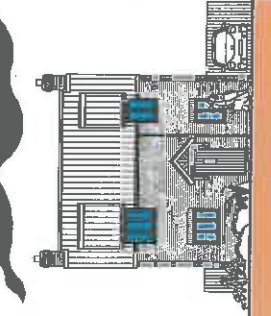
Front (NE) Elevation
 Scale: 1:100



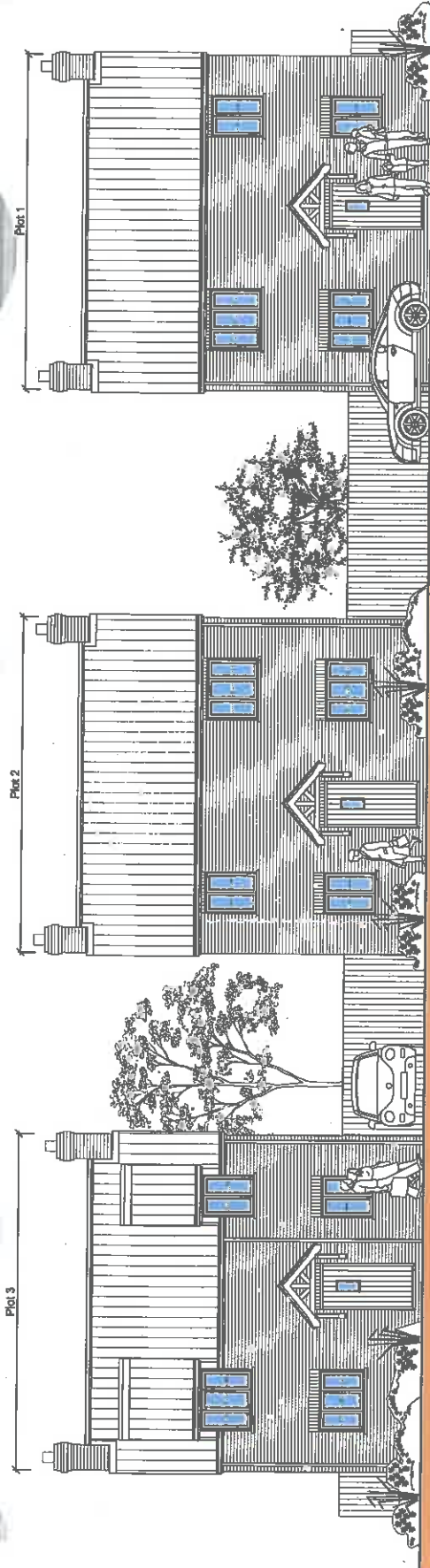
Side (NW) Elevation
 Scale: 1:100



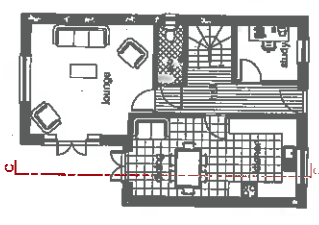
Rear (SW) Elevation
 Scale: 1:100



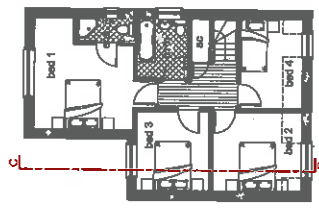
Side (SE) Elevation
 Scale: 1:100



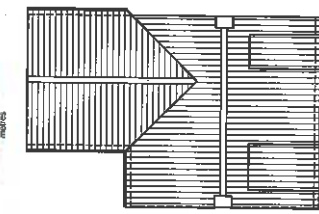
Street View
 Scale: 1:50



Ground Floor Plan
 Scale: 1:100



First Floor Plan
 Scale: 1:100



Roof Plan
 Scale: 1:100



Section C-C
 Scale: 1:100

SWANN EDWARDS ARCHITECTURE
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Project Name	14, Baywood Drive
Client	Chems of Swann Edwards
Architect	Swann Edwards Architecture
Scale	1:100
Date	May 2014
Sheet No.	88-234
Revision	05