

F/YR17/1012/F

**Applicant: Mr Richard Edis**

**Agent : Mr Graham Silverwood  
Patrick Parsons Limited**

**Princes Food Limited, Lynn Road, Wisbech, Cambridgeshire**

**Erection of an 11.4m high (max) extension to existing building**

**Reason for Committee the application has been called into committee by Councillor Mrs Cox to enable the Committee to consider the residential amenity impacts of the scheme in terms of quality of life and increased adverse impact on the residential amenity of surrounding households over and above the current situation and to consider the adverse visual impact of additional development on the site in the context of the surrounding area.**

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## **1 EXECUTIVE SUMMARY**

This proposal seeks planning permission for extension within the site of an established factory premises.

Whilst the scheme will marginally change the outlook of some residential occupiers within the immediate vicinity these impacts are not considered so significant as to warrant refusal of the scheme. Furthermore the likely heritage impacts have been considered with regard to Policy LP18 and it has been concluded that no tangible impact has been found to result from the proposal.

There are no highway or other issues arising from the scheme which will deliver industry enhancements to the on-site operation which in itself achieves compliance with Policy LP6 and fully accords with the aims of the NPPF with regard to supporting business.

Given the above the recommendation with regard to the proposal is on balance one of approval.

## **2 SITE DESCRIPTION**

- 2.1 The site hosts the Princes Foods Limited operation and its appearance within the street scene is one of a commercial factory complex comprising a range of buildings of varying scales and design. Whilst the factory has road frontages to Lynn Road and Mount Pleasant Road, with independent accesses from both these highways the proposal will primarily be visible along the Mount Pleasant site frontage. Adjoining the site is a number of residential properties; again of varying styles, designs and outlooks, whilst immediately to the north is the Mount Pleasant cemetery with its associated Cemetery Cottage, Chapel, wall and gate piers, these being Grade II Listed buildings.

- 2.2 The Lynn Road frontage of the site is to the north of the Bowthorpe Conservation Area however this does not extend to the Mount Pleasant frontage. The front boundary of the site (to Mount Pleasant Road) is formed by close boarded fencing, which has supplementary reinforcement through concrete posts with wire between. The frontage whilst having a grassed highway verge is relatively stark in the street scene with no on site landscaping.
- 2.3 It was noted at the time of site inspection that the main section of the extension had been largely completed on site.

### 3 PROPOSAL

- 3.1 This application seeks full planning permission for the erection of an extension to one of the main factory buildings. The main section of the extension will have footprint of 12.8 metres deep x 12.7 metres wide with an overall height of 11.4 metres this will be an extension to the factory building, to the front of this extension will be an air lock building which will have a footprint of 7.6 metres deep x 12.7 metres wide; these extensions will displace two existing vessels which are within the footprint of the proposed extensions to the side of the new building. A further high level extension will be sited to the west of the main extension this will have an overall height of 8.2 metres and a width of 4.9 metres.

Full plans and associated documents for this application can be found at:

<https://www.fenland.gov.uk/publicaccess/simpleSearchResults.do?action=firstPage>

### 4 SITE PLANNING HISTORY

***The sites planning history dates back to 1948 and encompasses the evolution and growth of the factory over time, permissions range from new buildings, extensions to existing factory buildings, various portable units and boiler chimneys etc. More recent history is as follows:***

F/YR16/0452/F	Retention and change of use of existing temporary building from locker room to office use	Granted 26/07/2016
F/YR15/0978/F	Installation of a 11.00 metre high (max) water storage tank and pump house	Granted 15/12/2015
F/YR15/0355/F	Removal and raising of roof structure and external wall cladding to east elevation of existing production building	Granted 30/06/2015
F/YR13/0752/F	Erection of an Energy Centre incorporating 3no gas fired boilers a CHP unit and 20.3m high chimney involving the demolition of existing boiler house 5 chimneys and turbo scrubber flue	Granted 29/11/2013
F/YR13/0222/F	Erection of detached locker room (renewal of planning permission F/YR10/0149/F)	Granted 24/05/2013
F/YR12/0080/F	Erection of a building and relocation of Mechanical equipment and washing facilities for Waste materials	Granted 26/03/2012

F/YR10/0640/F	Erection of a trailer canopy to existing effluent plant erection of loading dock and office to west elevation and insertion of roller shutter door to north elevation of existing warehouse building and erection of extension to east of existing can store building	Granted 14/10/2010
F/YR07/0438/F	Erection of 2 x 21.05 metre high hydro towers involving raising the height of existing roof and erection of 5 silos	Granted 31/05/2007
F/YR06/1123/F	Installation of a 22.0 metre high flue for gas scrubber unit	Granted 14/11/2006

## 5 CONSULTATIONS

- 5.1 Town Council:** Recommend that the application be supported
- 5.2 Councillor Steve Tierney:** Residents have long asked for the unsightly fence along Mount Pleasant to have some bushes planted instead to give a nicer appearance. Apparently Princes have told previous Councillors they would do this, but it has never happened. Could we ask them to do this as a condition of their development, if it is allowed to proceed through the normal planning procedure.
- 5.3 Cambridgeshire County Council Highways Authority:** No highway objections. The extension is ancillary to the main use of the site and it unlikely to result in a highways safety issue.
- 5.4 Environment & Health Services (FDC):** The Environmental Health Team note and accept the submitted information and have 'No Objections' to the proposed development, as it is unlikely to have a detrimental effect on local air quality or the noise climate.
- 5.5 Senior Archaeologist (CCC):** We have reviewed the above planning application and have no objections or requirements for this development.
- 5.6 Local Residents/Interested Parties:** Three letters of objection, submitted on behalf of 7 households (signed by 8 residents) have been received which may be summarised as follows:
- Oakroyd Crescent is not marked on the map but is most affected., plan should be amended
  - Already suffered from developments and treatment by Princes, current noise levels are totally unacceptable and they are disturbed at weekends and at night
  - Constant banging and general operating noise not to mention constant lorry traffic
  - Current objections have not been dealt with
  - Cannot risk more traffic here
  - Stench is completely sickening
  - Already suffer from lack of privacy and light; building will be two metres higher than the adjoining building and will block out the last remaining space on the

- skyline and the last view of the line of trees that was visible before Princes took over the site
- Property has already been devalued.
  - Density/Overdevelopment – the historic factory is getting bigger all the time on a confined site
  - Site is surrounded by residential development and the town park, it was a Victorian concept to have factories in towns
  - Housing is being built on the outskirts of town and the factory is getting bigger; the reverse should be happening
  - See no reason to encourage growth by allowing more planning applications
  - Design and appearance
  - Parking arrangements

## **6 STATUTORY DUTY**

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014).
- 6.2 Section 66 – 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities when considering development to pay special attention to preserving a listed building or its setting.

## **7 POLICY FRAMEWORK**

### **7.1 National Planning Policy Framework:**

- Para 11 – Applications must be determined in accordance with the development plan unless other material considerations indicate otherwise
- Para 17 – support sustainable economic development
- Para 56 - Good design
- Para 128-129 conserving and enhancing the historic environment

### **7.2 Fenland Local Plan**

- LP1 – A presumption in favour of sustainable development
- LP2 – Facilitating Health and Wellbeing of Fenland Residents
- LP6 – Employment, Tourism, Community Facilities and Retail
- 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

## **8 KEY ISSUES**

- 8.1 This proposal seeks planning permission for an extension to one of the existing factory units within the Princes site which is a long established factory complex situated within the town of Wisbech. The scheme seeks to be evaluated in accordance with the above policy framework and as such the economic and business benefits need to be considered alongside the visual, residential amenity and heritage impacts. Key issues are therefore:

- Background and Justification
- Principle of Development

- Heritage impacts
- Visual and residential amenity
- Highway safety

## 9 BACKGROUND AND JUSTIFICATION

- 9.1 The agents for the scheme advise that the project is to provide an extension to an existing building where bags containing raw material are lifted from ground floor level to high level and then moved across into the existing building. Bags are removed from HGV vehicles and transported into the Bag Lifter building by fork lift trucks through a future Airlock building into the Bag Lifter building. There are two high speed opening and closing doors to both the Airlock and Bag Lifter building. The construction of the Airlock building has been delayed and it may now be next year when the Airlock is constructed. The Bag Lifter building will have two high speed doors allowing entry to FLT's. The high speed doors close behind FLT's following entry to the building.
- 9.2 The agent has further confirmed that the existing bag lifter on site, which is situated within the existing building to the south-west of the proposed extension, will be taken out of operation. Bags will be taken to the existing bag store via the same route at present, the bags will then be moved to the new bag lifter building via a single fork lift truck (which is gas operated not diesel), with only one driver being employed on site to drive the FLT which services the bag lifter and it is confirmed that there will only be a single fork lift truck operating at any one time.
- 9.3 The agent also advises that there are two high speed opening and closing doors to both the Airlock and Bag Lifter Building; there will be no queuing prior to the entry to the building(s) with only a single FLT and entry being controlled by sensor which automatically opens the door without pausing or waiting and closes immediately once the FLT passes through.
- 9.4 The bags delivered to site on HGV's are sealed. They remain sealed when being unloaded from the HGV, transported into the building and stacked ready for lifting. The bags are lined up ready for lifting to high level. When lifted the bags rise some 6.5m to a conveyor belt, the seal to the bag is broken and material emptied through a sieve onto a conveyor belt for movement into the existing building. This process involves minimum noise levels from both the bag lifter equipment and the conveyer belt system and the whole system operates internal within the building and general when the high speed doors are closed. The materials being delivered are fairly odourless and as described the bags are sealed until within the building and the seal only broken just before materials pass through the adjacent existing building so there should be no issues with odour.
- 9.5 The client has stated that there will be no additional vehicular traffic to the site as this new facility does not increase capacity and there should therefore be no increase in disturbance. It is further confirmed that:
- the location of the loading / unloading bay from HGV's remains in exactly the same location and remains a single bay.
  - The location of the new Bag Lifter building, and enclosed plant is located slightly further into the site away from the boundary adjacent to Oakroyd Crescent.
  - The location of the new Bag Lifter building, enclosed plant and the area that FLT's will operate in is approx. 100 metres away from the next nearest point of the boundary adjacent to Sybil Road and just over 121 metres away from Mount

Pleasant Road on the Princes side of the road. There will therefore be no extra noise generated near to any of the boundaries to the site from this development.

- 9.6 The agent also highlights that they see the issue of planting along the Mount Pleasant frontage as totally separate to this application and should be dealt with by separate correspondence and dialogue which the Client is agreeable to undertake.

## **10.0 ASSESSMENT**

### **Principle of Development**

- 10.1 Policy LP6 supports the development of sites for commercial use subject to the spatial strategy, compatibility with adjacent urban land uses and the suitability of the site in terms of physical constraints and character issues. It is clear that the site has grown historically and that its relationship with adjoining residential properties is not ideal there is a clear planning history which legitimises its use as a factory and it is against this backdrop proposals for new development must be considered. However it is necessary to consider the heritage impacts of the development, along with its implications for existing residential amenity and highway safety.

### **Heritage Impacts**

- 10.2 In accordance with Policy LP18 the impact of the proposal needs assessment with specific regard to the heritage assets within the vicinity of the site. The Princes site is established and lies to the south of the Mount Pleasant Cemetery with its associated cemetery chapel, entrance gates and walls and cottage which are all listed buildings. It is considered that the extension per se will cause tangible further harm to the setting of these heritage assets when considered against the backdrop of the existing factory complex; as such there are no issues arising with regard to Policy LP18.
- 10.3 There are no impacts arising in respect of the Bowthorpe Conservation Area given that the development proposed by this application is situated to the northern side of the complex.

### **Visual and residential amenity**

- 10.4 General comments have been generated through the consultation process concerning the lack of privacy residents suffer and its impact on light, they note that the building will be two metres higher than the adjoining building and will block out the last remaining space on the skyline and the last view of the line of trees that was visible before Princes took over the site. It is also considered that the proposal represents overdevelopment of this historic factory site. These comments are noted however Officers are mindful of how the existing factory presents in the streetscene. There are a range of structures and buildings within the site boundaries and some evidence of tall structures and the building will be sited some 111 metres from the Mount Pleasant frontage and 35 metres from the Oakroyd Crescent. It is therefore not considered that a refusal on visual amenity grounds could be sustained.
- 10.5 Comments relating to the existing site operation are also noted and have been highlighted to the agent who has confirmed, see justification section

above, that the building will not intensify the operation on site and will not generate any additional traffic movements or noise disturbance. It is further noted that the products will be sealed until they are in the building and as such there will be no odours arising from this development.

- 10.6 A key thread of the objections received to this proposal relate to the general on site operation and its existing amenity impacts; in this regard a further view has been sought from the Environmental Protection Team who note that from the information provided they cannot see any reason for there to be a significant impact in terms of noise or odour from the development. Accordingly based on the clarification given from the agents and noting the existing operation on site it is not considered that the building will generate any residential amenity impacts per se that would render it unacceptable. It must therefore be concluded that the scheme is acceptable in terms of Policy LP16.

### **Highway Safety**

- 10.7 No alterations are proposed to the existing access/servicing requirements of the site and the CCC Highways team in their consultation response note that the scheme is unlikely to represent any issues in terms of highway safety and compliance with LP15 is achieved.

## **11.0 CONCLUSIONS**

The proposal seeks to facilitate on-site operational enhancements to serve an established factory; whilst it is appreciated that there may be some visual impacts arising from the scheme in the locality and with regard to the outlook from some residences these impacts when balanced against the business case put forward are not considered so significant as to warrant refusal of the scheme which is therefore favourably recommended.

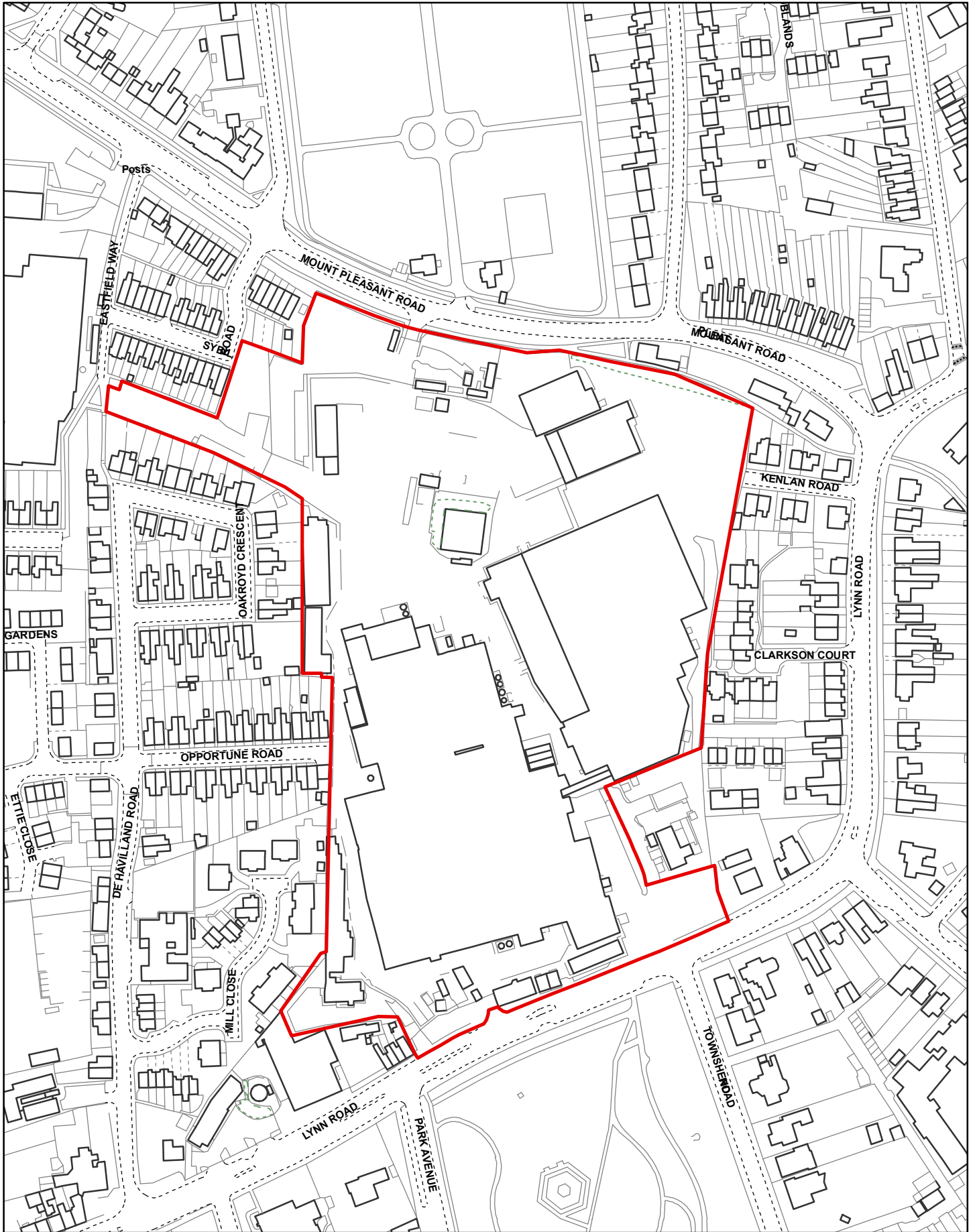
## **12.0 RECOMMENDATION: Grant**

### **Conditions**

AP01	Approved Plans
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### **Informatives:**

095A	Compliance with SI 2012 No 2274
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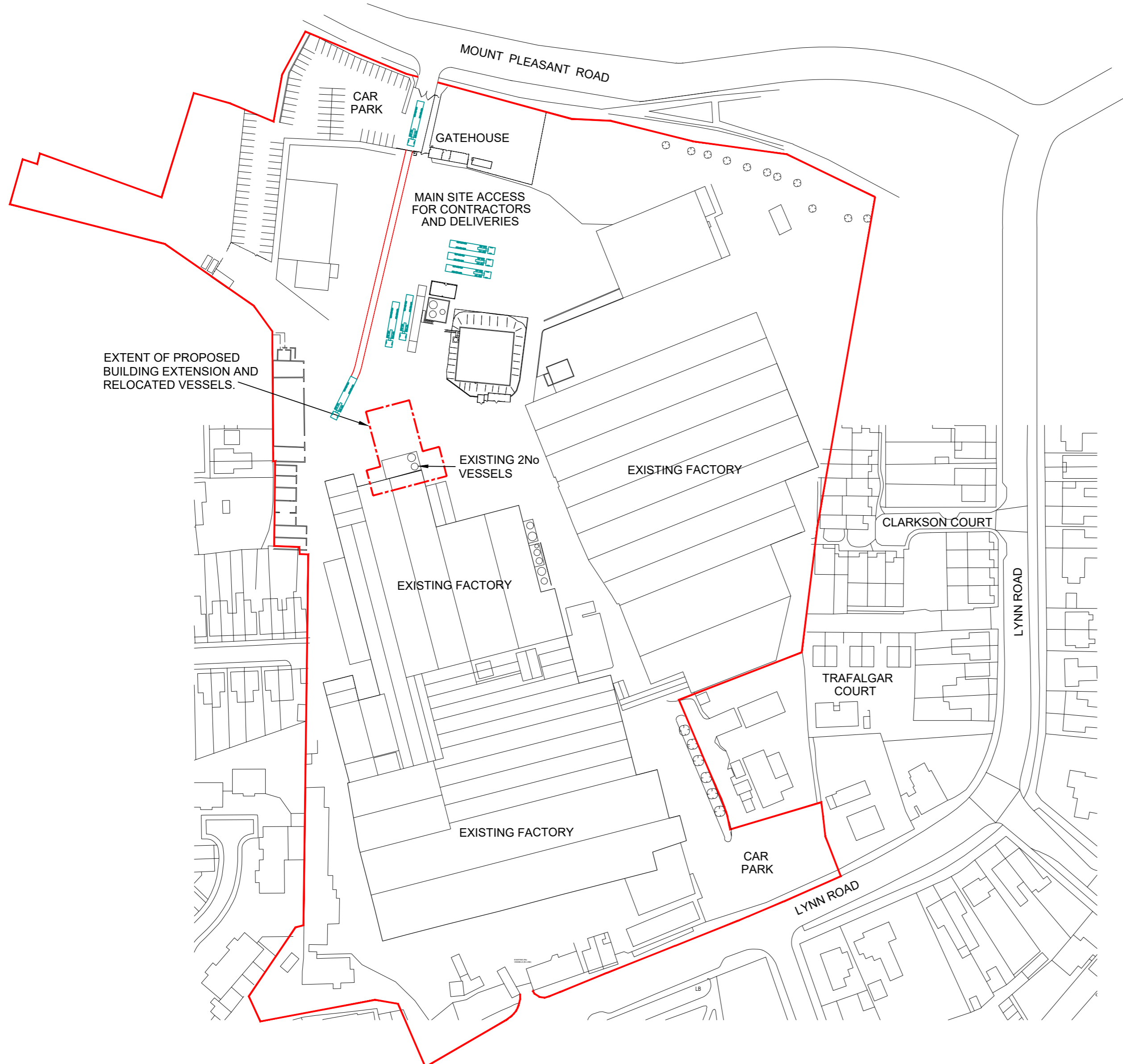
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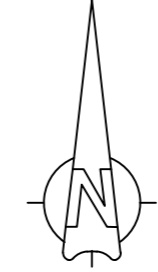


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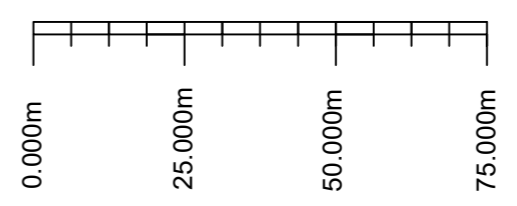
**SITE PLAN**  
SCALE 1:1250



**LEGEND**

- BOUNDARY OF OWNERSHIP
- - - AREA OF CURRENT APPLICATION

**SCALE BAR**



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Rev.	Amendments	Date	By
P5	SITE BOUNDARY COLOUR AMENDED TO RED.	23.10.17	JGS
P4	VEHICULAR ROUTE FOR UNLOADING TO BAG LIFTER BUILDING ADDED.	18.10.17	JGS
P3	AIRLOCK BUILDING ADDED.	07.09.17	RDV
P2	UPDATED TO SUIT REVISED SCHEME.	09.08.17	JGS
P1	INITIAL ISSUE.	11.11.16	JGS

Revisions



5 Waverley Road  
Huddersfield  
West Yorkshire  
HD1 5NA  
United Kingdom  
T. +44 (0)1484 516 977  
E. info@patrickparsons.co.uk  
W. www.patrikparsons.co.uk

Client  
**PRINCES FOODS**

Project  
**BAG LIFTER EXTENSION  
PRINCES  
WISBECH**

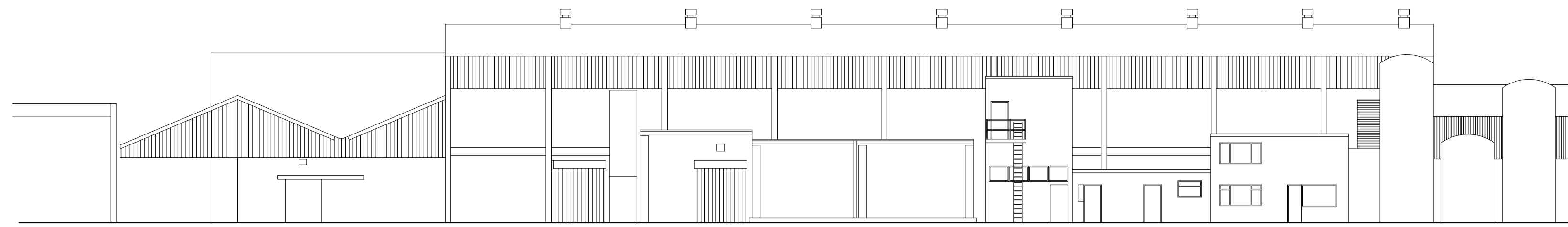
Drawing  
**SITE PLAN AND LOCATION PLAN**

Scales AS NOTED At original size A2

Drawn JGS  
Date NOV. 2016  
Checked

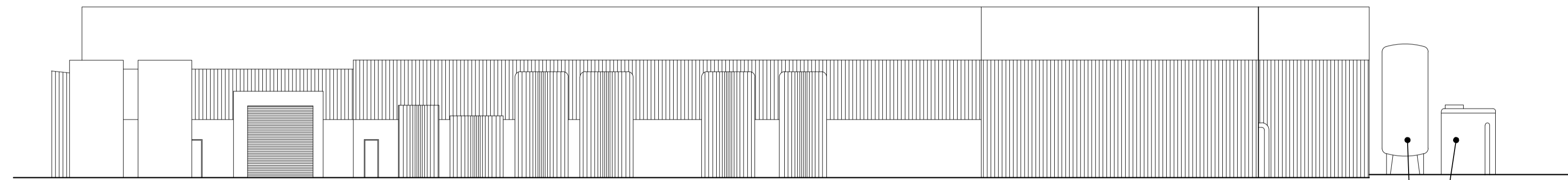
Status **PRELIMINARY**

Drawing No. **H16207-900** Rev. **P5**



**EXISTING WEST ELEVATION**

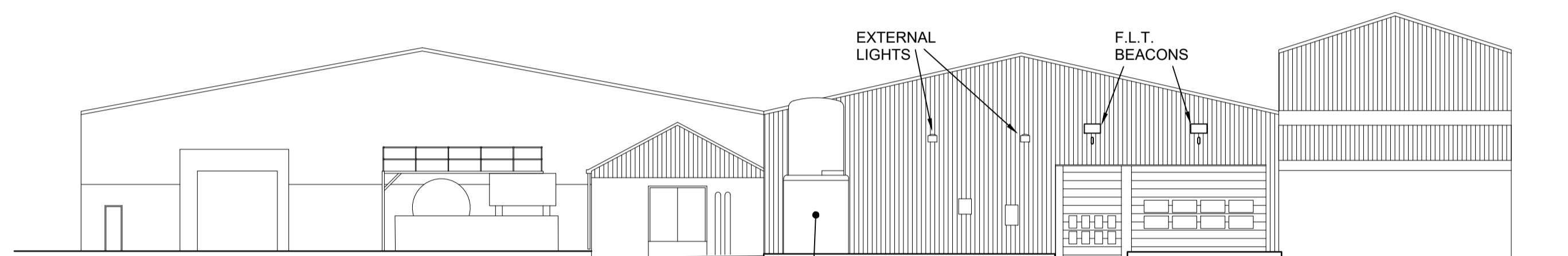
SCALE 1:200



**EXISTING EAST ELEVATION**

SCALE 1:200

EXISTING 2No VESSELS



**EXISTING NORTH ELEVATION**

SCALE 1:200

EXISTING 2No VESSELS (IN LINE)

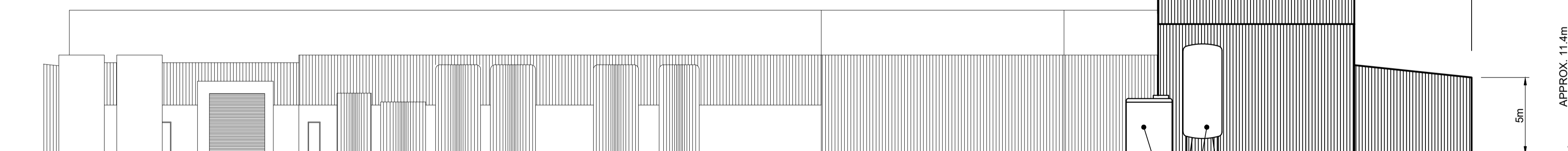


**PROPOSED WEST ELEVATION**

SCALE 1:200

EXTERNAL LIGHT  
APPROX. 11.4m  
5m  
ARMCO BARRIER  
PERSONNEL ACCESS DOOR

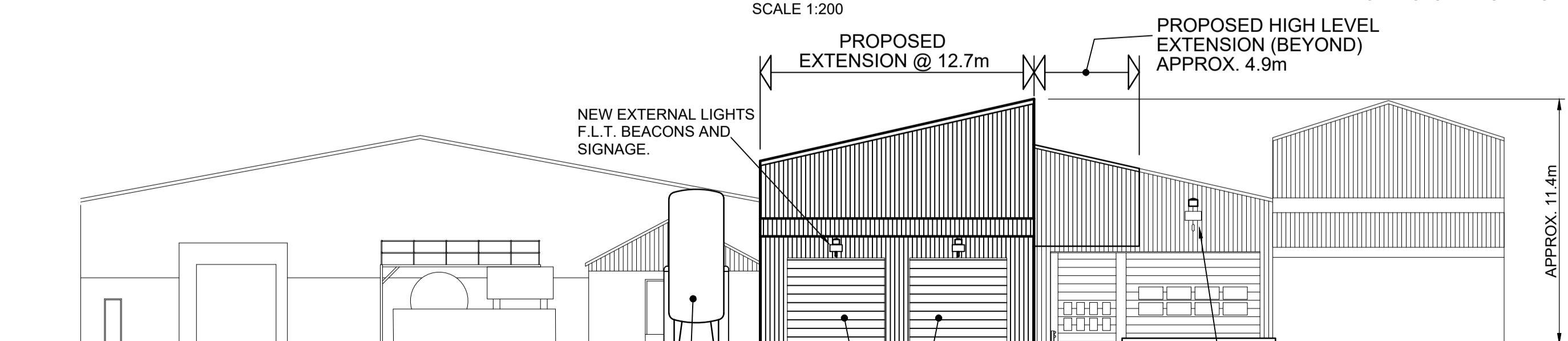
PROPOSED EXTENSION @ 12.8m  
PROPOSED AIRLOCK @ 7.65m



**PROPOSED EAST ELEVATION**

SCALE 1:200

EXISTING 2No VESSELS TO BE RELOCATED FROM CURRENT POSITION WITHIN FOOTPRINT OF PROPOSED BUILDING.



**PROPOSED NORTH ELEVATION**

SCALE 1:200

PROPOSED EXTENSION @ 12.7m  
PROPOSED HIGH LEVEL EXTENSION (BEYOND) APPROX. 4.9m  
NEW EXTERNAL LIGHTS F.L.T. BEACONS AND SIGNAGE.  
EXISTING 2No VESSELS TO BE RELOCATED FROM CURRENT POSITION WITHIN FOOTPRINT OF PROPOSED BUILDING.  
2No 4.5m WIDE x 4m HIGH SPEED DOORS TO AIRLOCK BUILDING.  
ARMCO BARRIER  
NEW EXTERNAL LIGHT OVER EXISTING F.L.T. BEACON.

**ROOF CLADDING**  
ROOF CLADDING TO BE COMPOSITE PANELS PLASTISOL COATED GALVANISED STEEL OUTER SHEET - GOOSEWING GREY TO MATCH EXISTING.  
ROOFLIGHTS TO BE MANSAFE MINIMUM AREA TO BE 10% OF NEW ROOF AREA.

**WALL CLADDING**  
WALL CLADDING TO BE COMPOSITE PANELS PLASTISOL COATED GALVANISED STEEL OUTER SHEET - GOOSEWING GREY TO MATCH EXISTING.

**DOORS**  
ROLLER SHUTTER DOOR COLOURED BLUE TO MATCH EXISTING.

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Rev.	Amendments	Date	By
P6	ROLLER SHUTTER DOORS TO BE HIGH SPEED DOORS.	05.10.17	JGS
P5	INTERNAL DIMENSIONS AND DOOR SIZE TO AIRLOCK BUILDING REVISED TO SUIT CLIENTS COMMENTS.	13.09.17	RDV
P4	AIRLOCK BUILDING ADDED.	07.09.17	RDV
P3	UPDATED TO SUIT REVISED SCHEME.	09.08.17	JGS
P2	UPDATED TO SUIT REVISED SCHEME.	06.07.17	JGS
P1	INITIAL ISSUE.	13.01.17	JGS

Revisions



5 Waverley Road  
Huddersfield  
West Yorkshire  
HD1 5NA  
United Kingdom  
T. +44 (0)1484 516 977  
E. info@patrickparsons.co.uk  
W. www.patrikparsons.co.uk

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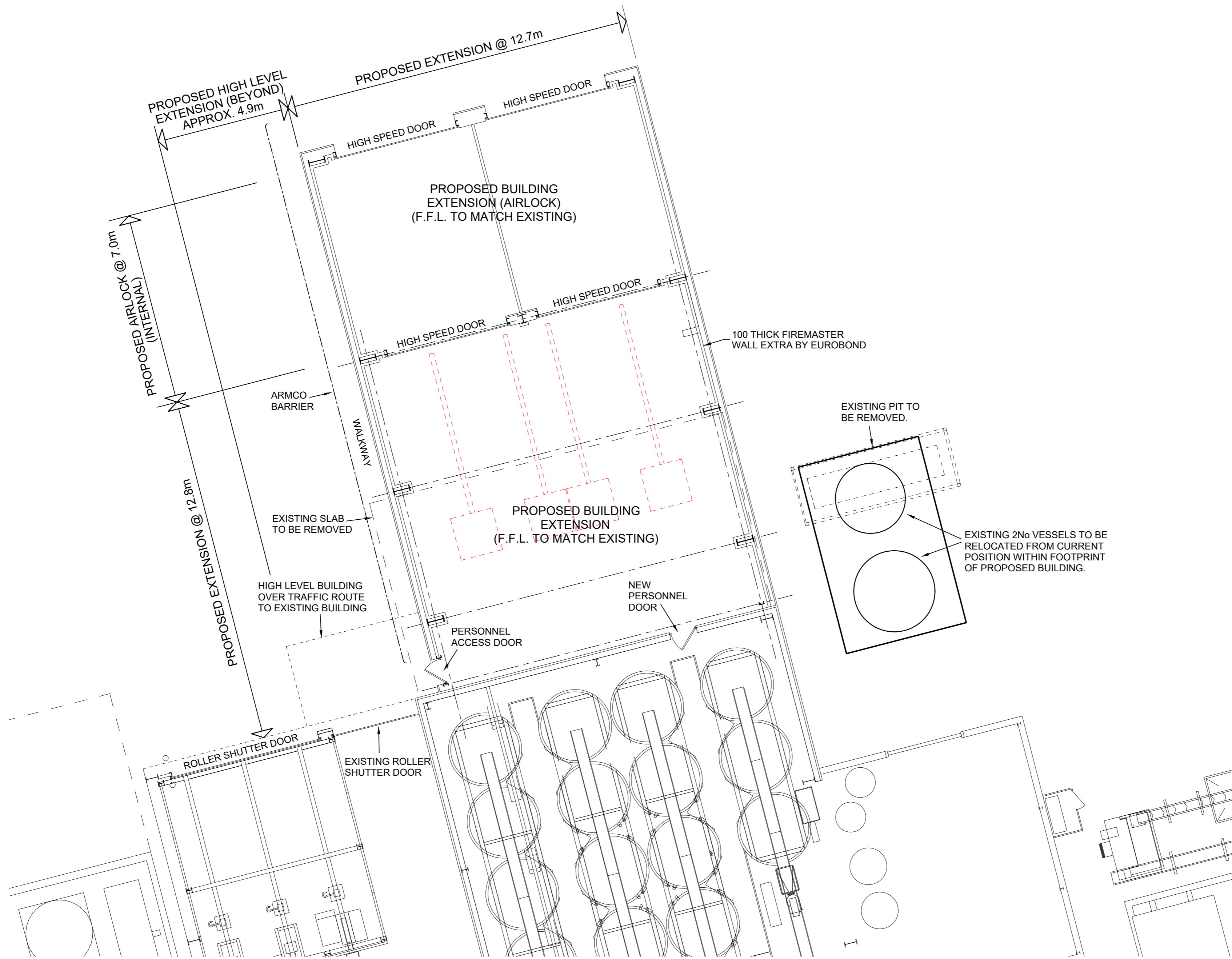
Drawing  
**EXISTING AND PROPOSED  
ELEVATIONS**

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Date JANUARY 2017 Checked

Status **PRELIMINARY**

Drawing No. **H16207-902** Rev. **P6**



**PLAN ON PROPOSED BUILDING EXTENSION**  
SCALE 1:100

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Rev.	Amendments	Date	By
P6	ROLLER SHUTTER DOORS TO BE HIGH SPEED DOORS.	05.10.17	JGS
P5	INTERNAL DIMENSIONS AND DOOR SIZE TO AIRLOCK BUILDING REVISED TO SUIT CLIENTS COMMENTS.	13.09.17	RDV
P4	AIRLOCK BUILDING ADDED.	07.09.17	RDV
P3	UPDATED TO SUIT REVISED SCHEME.	09.08.17	JGS
P2	UPDATED TO SUIT REVISED SCHEME.	06.07.17	JGS
P1	INITIAL ISSUE.	13.01.17	JGS

Revisions



5 Waverley Road  
Huddersfield  
West Yorkshire  
HD1 5NA  
United Kingdom  
T. +44 (0)1484 516 977  
E. info@patrickparsons.co.uk  
W. www.patrickparsons.co.uk

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**BAG LIFTER EXTENSION  
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WISBECH**

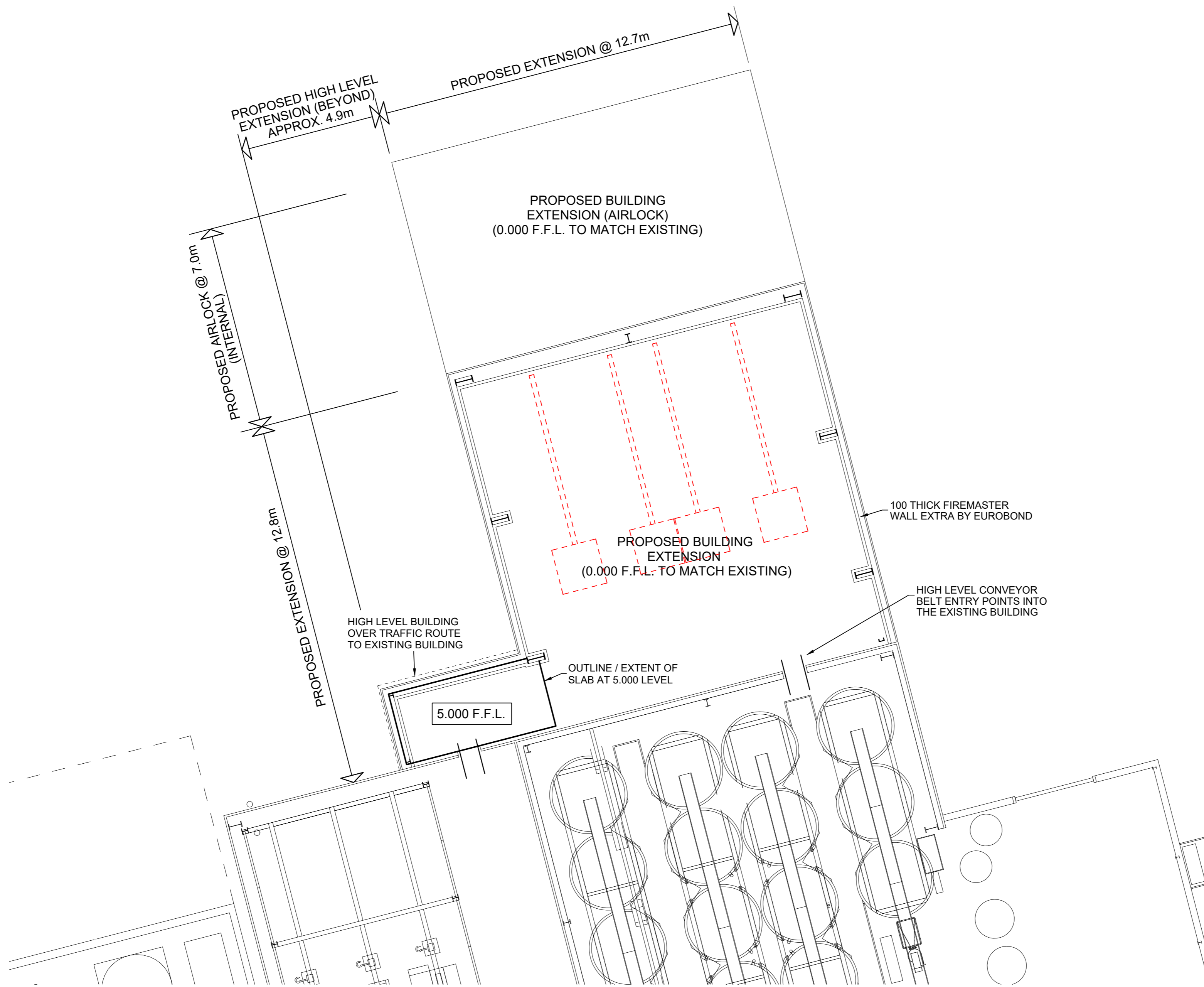
Drawing  
**PROPOSED PLAN**

Scales AS NOTED At original size A2

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Date NOV. 2016  
Checked

Status **PRELIMINARY**

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**PLAN ON PROPOSED BUILDING EXTENSION  
AT UPPER FLOOR LEVEL**

SCALE 1:100

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P1	INITIAL ISSUE.	23.10.17	JGS
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5 Waverley Road  
Huddersfield  
West Yorkshire  
HD1 5NA  
United Kingdom  
T. +44 (0)1484 516 977  
E. info@patrickparsons.co.uk  
W. www.patrikparsons.co.uk

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Drawing  
**PROPOSED PLAN ON UPPER  
LEVEL**

Scales AS NOTED At original size A2

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Date	OCTOBER 2017	

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