

**Applicant: Mrs M Symonds, Mrs L
Goodger & Ms J Plumb**

**Agent : Mr G Edwards
Swann Edwards Architecture Limited**

Land West Of Sunset Rooms, Station Road, Wisbech St Mary, Cambridgeshire

Erection of up to 3 x dwellings (Outline with matters committed in respect of access)

Reason for Committee: Due to the level of objections received and given that the officer recommendation is at variance to that of the Parish Council

1 EXECUTIVE SUMMARY

This site is within the settlement of Wisbech St Mary which is identified as a growth village in terms of the settlement hierarchy outlined in Policy LP3 of the Fenland Local Plan. Whilst the scheme has generated some local objection, predominantly on the grounds of residential amenity impacts and highway safety, due regard has been given to the planning history of site and the level of impact arising from the development.

Whilst the development of the site will change the outlook from adjoining residents the impacts of the proposal, subject to detailed design and layout - which would be considered at reserved matters stage, are not considered to so significant as to render the scheme unacceptable.

Similarly concerns regarding the access to serve the development, when viewed against the backdrop of its historic use to serve the former Sunset Rooms, are such that it would not be reasonable to withhold consent on the grounds of highway safety. Some betterment of the access is achievable through enhancements to existing surfacing; this will be to the benefit of both residential amenity and highway safety.

It is considered that there are no planning grounds on which consent should be withheld and accordingly the scheme, on balance, must receive a favourable recommendation.

2 SITE DESCRIPTION

- 2.1** The site is located to the east of Station Road in Wisbech St Mary and comprises land associated with the former Sunset Rooms which following a period of vacancy and an intervening alternative use has now reopened as a sports hall. Immediately to the east of the site is an area of car park associated with the leisure use; this area has been cleared and gravelled and a fence erected between it and the application site under consideration.

- 2.2 The site itself is vacant and overgrown in parts. Access to the site is via a track leading from Station Road. There are dwellings to the south (Blundell Terrace and Beechings Close) and the east (Station Road). To the north there are some dwellings positioned sporadically surrounded by agricultural land.
- 2.3 The existing community centre and sports field are positioned to the west, accessed from Beechings Close. The site is within flood zone 1.

3 PROPOSAL

- 3.1 This application seeks outline planning permission for the erection of 3 dwellings, whilst an illustrative scheme has been submitted this seeks only to demonstrate how the site could potentially be developed and layout, design, landscaping and external appearance are reserved for later consideration
- 3.2 The scheme proposals do however seek to commit access and identifies that the first 10 metres of the vehicular access from Station Road shall be hard surfaced sealed and drained away from the highway for a minimum width of 5 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

F/YR17/0259/F	Erection of a single-storey 4-bed dwelling and detached garage with playroom above	Granted 15/05/2017
F/YR16/0922/F	Erection of 4 x 3-storey dwellings comprising of 2 x 5/6 bed with detached double garage with playroom above; 1 x 5-bed with detached double garage with playroom above and 1 x 5-bed with attached hovel	Refused 12/02/2016
F/0166/81/F	Amendments to design deletion of conditions 3 and 4 and amendments to conditions 1 and 2 of planning permission F/0461/79/F	Granted 21/08/1981
F/0461/79/F	Erection of a functions room (amendments to design approved under F/0373/76/F)	Granted 17/08/1979
F/0373/76/F	Erection of a functions building	Granted 23/07/1975

5 CONSULTATIONS

- 5.1 **Parish Council:** Recommend Refusal - over development and insufficient access
- 5.2 **FDC Scientific Officer (Land Contamination):** 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 nearby land use the unsuspected contamination condition should be imposed.

- 5.3 **Cambridgeshire County Council Highways Authority:** Originally commented that the access intersection with the public highway will need to be sealed and drained away from the highway 5m wide for the first 10m. I will also need to see vehicle to vehicle visibility splays commensurate with the posted speed limit at the access intersection. The footway should also be extended across the access intersection to create a dropped kerb crossover access and 2m x 2m vehicle to pedestrian visibility splays should be detailed on the plan.

Following receipt of supplementary information notes that the dwellings remove parking for the 'Sunset Rooms' therefore the related planning consent will need to be regularised prior to consent being granted for this application. This will prevent the Sunset Rooms from being opened again with a shortfall of parking.

Subject to the above being addressed I would have no highways objections subject to conditions. Please re-consult for conditions once the above has been regularised

Following additional clarification regarding the current use of the Sunset Rooms as a sports hall and the existence of a planning consent for one dwelling on the same site currently under consideration the LHA advise that:

No highways objections subject to a condition relating to the hard-surfacing of the access and informatives relating to highway works; whilst also noting that: If all planning consents were to be fully implemented/utilised for the 'Sunset Rooms' etc there would be a parking shortfall that would then be reliant upon kerb side parking. FDC should therefore consider how this could have an effect on public amenity.

- 5.4 **North Level Internal Drainage Board:** No objections in principle to the above application however draw the applicant's attention to the riparian drain forming the northern boundary and the maintenance responsibilities for the drain will rest with the purchasers of the proposed properties.
- 5.5 **Local Residents/Interested Parties:** 9 letters have been received in objection from 6 objectors/5 households; these may be summarised as follows:

Access and Highways

- Concern regarding vehicular access remains the same the revised layout will not make any difference to the access/exit which will remain narrow and allowing only one vehicle entrance and exit onto a busy road which has been recently downgraded and the central lines removed which encourages traffic at present to drive at speed in the centre of the road
- Poor visibility on this busy turning
- The Sunset Rooms have recently been renovated and is now an activity centre, this has increased traffic all day until late at night, this is especially noisy due to the gravel track
- Recent weeks have seen traffic driving all the way from the car park which serves the football club
- All summer tractors which maintain the playing field have been using the track and noise has been terrible
- Will add to the existing access problems in the area which have not been properly addressed in 10 years plus

- Concern re access requirements for the properties with a narrow access road and the Sunset Rooms at the bottom of the road this could potentially be a high risk area for the fire department and ambulance access
- Query as to why the access improvements requested by the Highways Department not implemented for the Sunset Rooms?

Residential and visual amenity

- Unacceptable over development; consider any further development would be excessive for the area
- Properties will back onto existing houses and will result in a loss of privacy and loss of open views
- Beechings Close is already crowded with the only privacy being to the rear, scheme will have a detrimental impact on privacy
- Overshadowing/ loss of light
 - Visual Impact
- Disagree with the comments of FDC Environmental Health team and consider the proposal will increase noise from the rough bumpy gravel track

Other matters:

- Devaluation of Property
- Concerns regarding construction traffic
 - Scheme will have a negative impact on the self-catering holiday let next door, resulting from narrow access, visibility and increased noise; noise is already making life intolerable for holiday clients and if it continues would have to close it down after many years
- Loss of agricultural land
- Drainage has always been an issue for the existing properties and this will only add to the problems; additional properties will potentially add further strain to the system
- Environmental concerns, light pollution, trees
- Noise and disturbance, waste/litter
- Proximity to property
- Wildlife concerns; the land has owls and Muntjac deer
- There is a lot more undeveloped land in Wisbech St Mary that would be more suitable without affecting the lives of existing residents
- It is believed that the land has become land locked with past over development
- Was planning permission required for the change of use of the Sunset Rooms, previously it was a store for new kitchens with very limited increase of vehicles during the week and none at the weekends
- Concerned that the proximity of these new properties to existing orchards will affect spraying
- Local schools/services will be unable to cope with development
- Refuse collection will not be possible as a refuse vehicle could not access to collect bins and there is no room on Station Road to store bins pending collection.

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).

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF) July 2018

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

Paragraph 11: Presumption in favour of sustainable development.

Paragraph 47: Determine applications in accordance with development plan

Paragraphs 54-56: Planning Conditions and Obligations

Section 5: Delivering a sufficient supply of homes.

Paragraph 109 - development should only be prevented or refused on highway grounds if there would be any unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe

Section 15: Conserving and enhancing the natural environment.

7.2 National Planning Practice Guidance (NPPG)

7.3 Fenland Local Plan 2014

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.

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.

LP19: The Natural Environment.

8 KEY ISSUES

- **Principle of Development**
- **Village Thresholds**
- **Character and Appearance**
- **Residential Amenity**
- **Risk of flooding and drainage**
- **Highway Safety**
- **Other matters**

9 BACKGROUND

9.1 The site has the benefit of a planning approval for a single dwelling under planning reference F/YR17/0259/F. It is noted that an earlier scheme for 4 x 3-storey dwellings was refused under F/YR16/0922/F; the reasons for which this scheme was refused are summarised as follows:

- (i) Contrary to policy LP16 (e) poor relationship between Plot 4 and the existing dwelling at 40 Beechings Close, i.e. scale and location of the proposed dwelling and garage would result in an overbearing impact on the rear garden of 40 Beechings Close
- (ii) Contrary to policy LP16 (d) as dwellings would have an overall height and scale that would be out of character with the adjoining residential dwellings

and as such would result in an development that is out of keeping with the existing form and character of this part of Wisbech St Mary

- (iii) Contrary to Policy LP15 by reason of the failure to provide adequate access width from the access to the site, failing to satisfy highway safety principles, likely to result in the disruption to the free flow of traffic and safety on the public highway

- 9.2 With regard to the highway considerations the agent has provided further background with regard to the previous use of the access and the relevant planning history associated with this earlier usage:

'The site is also the former car park for the Sunset Rooms, which was in the ownership of the applicant's father. The site had a planning approval under planning reference F/0166/81/F, which required the site to have 25 parking spaces at the front of the site and a further 100 spaces which was to be accommodated mostly on the proposed site that is the subject of this application.'

The former Sunset Rooms building still exists and has over the years been used for several uses, it has been a nightclub, storage building and at present is being used as a sports hall in association with the village community centre. All these uses have utilised the existing access we propose to use, and the current use still utilises the access road but has limited car parking in its control and can only provide car parking spaces for approximately 20 vehicles.

The level of visibility and width of the entrance has been the same for all the various uses of the site and it is not possible to make any improvements as the applicant does not own any additional land.'

- 9.3 It is evident on site that the car parking area now associated with the sports hall use is distinctly separate from the application site and as indicated above the two areas are under separate control.

10 ASSESSMENT

Principle of Development

- 10.1 Policy LP3 of the FLP sets a hierarchy for new development and reflects the guidance contained with the NPPF in prioritising new development to the most sustainable locations. This policy identifies Wisbech St Mary as a growth village, where development will be appropriate either with the existing urban area or as a small village extension.
- 10.2 The application site is well related to the existing pattern of development in the settlement, is considered to be sustainable and benefits from an extant approval for one dwelling. As such the development is considered to be acceptable in principle and complies with the provisions of LP3.
- 10.3 Notwithstanding the above there remain other policy considerations with regard to character and form, highway safety, residential amenity and flood risk. The policy framework pertinent to these considerations being outlined in Policies LP12, LP14, LP15 and LP16. Policy LP12 also identifies the need to ensure that village growth is appropriate and that local communities are engaged in the planning process through consultation.

Village Thresholds

- 10.4 Policy LP12 identifies that if a proposal is within or on the edge of a village and would, in combination with other development built since April 2011 and committed to be built (i.e. with planning permission), increase the number of dwellings within the village by 15 % it should have demonstrable evidence of clear local community support for the scheme, Such support should be generated by a thorough and proportionate community consultation exercise.
- 10.5 Wisbech St Mary has exceeded this growth threshold with the latest figures indicating a threshold of 85 dwellings and a committed figure of 116 dwellings (11.09.2018); in addition to these committed dwellings there is a resolution to permit a further 26 dwellings within the settlement. Whilst it would normally be expected for the scheme to be accompanied by evidence of support due regard must be given to a recent appeal decision which indicates that the threshold considerations and requirement for community support should not result in an otherwise acceptable scheme being refused and against this backdrop the absence of community support does not render the scheme unacceptable in planning terms.

Character and Appearance

- 10.6 Policy LP16 of the FLP seeks to promote good design that is in keeping with the character of the area. Whilst this submission is in outline format and does not seek to commit layout and design the illustrative details serve to evidence that the site has the potential to accommodate the amount and scale of development proposed subject to detailed design; which would be secured under any subsequent reserved matters approval.
- 10.7 The earlier approval highlighted that whilst the proposal could be considered to represent back land development within the context of the surrounding area and mindful of adjoining developments it could also be argued as an infill of the area between the existing sports hall and No. 40 Beechings Close.
- 10.8 In terms of scale and form the illustrative details do indicate larger dwelling footprints than the dwellings within Beechings Close, however considering the wider site context it is noted that there is a mix of scale, size and character within the locality. As such it may be accepted that the development, subject to detailed design, has the potential to comply with Policy LP16 in terms of form and character.

Residential Amenity

- 10.9 The comments of neighbours are noted with regard to the form of development and the likely noise and disturbance arising from additional usage of the access roadway. As the site is currently vacant land there will of course be some impact arising from its development; however from a planning perspective whilst it is necessary to safeguard residential amenity it would be necessary to demonstrate significant harm arising in order for the scheme not to comply with local and national planning policy. Against this backdrop it is noted that:
- The properties positioned to the north of dwellings in Beechings Close and as such there are no issues of overshadowing to reconcile
 - The properties are illustrated as achieving a minimum separation distance (wall to wall) of circa 18 metres (maximum 28 metres)

- Earlier concern regarding the relationship of the development with No 40 Beechings Close has been resolved through the reduction in numbers from 4 to 3 and the placing of the garden area to Plot 3 to its side.
- A more modest two-storey development is also proposed, with the illustrated dwellings having a maximum ridge height of 7.2 metres. The refused scheme proposed 3-storey dwellings with a ridge height of
- The dwellings may be designed in such a way as to ensure that any overlooking is minimised, this would be the subject of the detailed reserved matters submission.

10.10 As identified in the background section above historically the access intended to serve these three dwellings was consented to serve a car parking area, associated with the Sunset Rooms, which comprised circa 100 spaces. This area has been substantially reduced given subdivision of the site and it would therefore not be reasonable to withhold consent on the grounds of noise and disturbance.

10.11 It is a highway requirement that the first 10 metres of the access be hard surfaced, sealed and drained which will in part reduce the potential for noise and disturbance. It is further noted that the approved scheme for 1 dwelling (F/YR17/0259/F) contained the following condition:

Before the development hereby permitted is occupied the access shall be surfaced with an appropriate material and drained in accordance with a detailed scheme to be submitted to and approved in writing by the LPA.

Reason - In the interests of highway safety and in order to ensure that adequate vehicular and pedestrian access is provided for waste management requirements.

It is considered entirely reasonable to impose a similar requirement on the current proposal, especially given the increased number of dwellings.

10.12 Whilst it is appreciated that the current submission is in outline format with only matters of access committed it has been demonstrated that a scheme could be delivered which would be acceptable in terms of residential amenity impacts subject to detailed design considerations. Accordingly the scheme would comply with Policies LP2 and LP16 of the FLP (2014) and may be favourably recommended.

Risk of flooding and drainage

10.13 The site is within a Flood Zone 1 location, albeit within a flood warning area. As an area of lowest flood risk there are no grounds to resist the scheme in terms of Policy LP14. It is proposed to dispose of foul water to the mains sewer with surface water being disposed to soakaways, which will be subject to Building Regulations approval. The North Level Internal Drainage Board have raised no objections in principle to the scheme and whilst they wish the applicant's attention to be drawn to the riparian drain forming the northern boundary and the maintenance responsibilities relating to that drain; which will duly rest with the purchasers of the proposed properties this is a conveyancing issue outside the planning considerations of the scheme.

Highways and access

- 10.14 As indicated in the background section above and reflected in the Agent's submission and the comments of the LHA the land which is the subject of this application was historically car parking for the Sunset Rooms. Save for the issues of ownership such a use could be resurrected at any time without the need of planning consent. The use of the wider area for car parking has the potential to generate a much higher level of usage than the vehicle movements associated with the reduced car parking area combined with those of three dwellings. Against this backdrop there would be no case to withhold consent on the grounds of highway safety.
- 10.15 Furthermore the agent has stated that *'the original use required the access to be used for the parking of 125 vehicles, whereas the car park being utilised by the existing building can only now accommodate 20 vehicles. Even if the proposed dwellings had four parking spaces that would still see a reduction of 93 parking spaces from the site which will greatly reduce the vehicle movements to and from the site that utilise the same access and drive it has always used. The type of vehicle using the drive will now be of a type that you would associate with residential properties and not as the previous uses of the site which has had HGV's, coaches and mini buses utilise the same drive and access. The vision and widths achieved by the access is the same as the previous uses so will see a greatly reduced amount of vehicle movements and vehicle sizes, which should be seen as a planning gain for local residents.'*
- 10.16 Due consideration has also been given to the comments of the LHA in respect of the loss of car parking associated with the former 'Sunset Rooms' and the likely impact that this may have on public amenity should additional kerb side parking be generated through a greater utilisation of the facilities contained therein. In this regard it is noted that:
- (i) The change from entertainment venue to sports hall is not considered to be a material change in terms of The Town and Country Planning (Use Classes) Order 1987 (as amended). Whilst the consultation responses indicate an intervening use may have occurred the LPA is unaware as to the full extent and nature of this change and in terms of planning history it is contended that no change of use has occurred.
 - (ii) The loss of car parking to serve the Sunset Rooms through the sub-division of the site is regrettable however in considering the condition wording which required the provision of car parking it is concluded that the condition, which dates back to 1981, is structured in such a way as to preclude the LPA pursuing non-compliance as it is not significantly precise to ensure longer term compliance; indeed it is considered that the absence of a requirement to retain such provision 'in perpetuity' there is no redress open to the LPA in terms of securing additional parking.
 - (iii) Based on the consultation responses received it is contended that the current sports hall use appears to be served by sufficient parking at this present time; noting the absence of any specific complaints relating to lack of parking or on-street parking within the consultation responses received.

Refuse collection

- 10.17 This submission indicates that refuse collection would be the subject of private collection arrangements; as per the earlier scheme for one dwelling. It is noted

in respect of the earlier scheme that the physical constraints of the site were such that the proposal had no potential to comply with RECAP guidance for waste collection by the Council, with the access way being approximately 95 metres long and unable to accommodate a bin storage area within 30 metres of the highway as required by RECAP.

- 10.18 Whilst accepting private management arrangements with regard to refuse collection in respect of the single dwelling scheme it was considered necessary to secure a scheme for the hard surfacing of the access to afford occupiers easier movement of bins along the access way; ultimately providing more convenient access to roadside collection; this remains a reasonable and proportionate requirement when considering the development impacts.
- 10.19 However it is also clear from the consultation responses received and the on-site situation in terms of the area available at kerbside that a roadside collection may not be a reasonable prospect for more than a single dwelling. As such it is considered appropriate to secure full details of the refuse collection strategy for the site as a condition of any consent issued.
- 10.20 Accordingly it is considered subject to suitable conditions the scheme whilst not achieving full compliance with Policy LP16 in terms of refuse collection arrangements would not represent significant amenity harm. Furthermore mindful of the existing consent in place and the availability of a mechanism to address the shortfall in this regard via condition it is considered that on balance the scheme may be accepted.

Other Considerations

- 10.21 **Ecology and habitats:** Whilst a neighbour has indicated that the site has value as a habitat for deer and owls there are no particular features that would warrant further investigation in this regard. Within the submission it is stated that the site has been the subject of a number of walk overs by the agents for the scheme who note that 'at no point has there been any evidence of bats, owls or nesting birds. This is also the case for newts, badgers, dormice and other reptiles.' In addition the agent notes that the 'applicants have confirmed that they are not aware of the presence of any of the above on site.' It is further noted the grant of planning permission does not dispense with the need for the development of the site to comply with Section 1 of the Wildlife and Countryside Act.
- 10.22 **Conditions:** From 1 October 2018 section 100ZA(5) of the Town and Country Planning Act 1990 provides that planning permission for the development of land may not be granted subject to a pre-commencement condition without the written agreement of the applicant to the terms of the condition (except in the circumstances set out in the Town and Country Planning (Pre-commencement Conditions) Regulations 2018). One such exemptions allowed for under these regulations is in respect of outline planning approvals and as such it has not been necessary to gain the agreement for the applicants representatives in respect of the pre-commencement conditions identified.

11 CONCLUSIONS

- 11.1 This site is within the settlement of Wisbech St Mary which is identified as a growth village in terms of the settlement hierarchy outlined in Policy LP3 of the Fenland Local Plan. Whilst the scheme has generated some local objection,

predominantly on the grounds of residential amenity impacts and highway safety, due regard has been given to the planning history of site and the level of impact arising from the development.

10.2 Although the development of the site will change the outlook from adjoining residents the likely impacts of the proposal, are not considered to so significant as to render the scheme unacceptable. Similarly concerns regarding the access to serve the development, when viewed against the backdrop of its historic use to serve the former Sunset Rooms, are such that it would not be reasonable to withhold consent on the grounds of highway safety. Some betterment of the access is achievable through enhancements to existing surfacing; this will be to the benefit of both residential amenity and highway safety.

11.3 It is considered that there are no planning grounds on which consent should be withheld and accordingly the scheme, on balance, must receive a favourable recommendation.

12 **RECOMMENDATION: Grant subject to conditions as follows:**

1 Approval of the details of:

- (i) the layout of the site
- (ii) the scale of the building(s);
- (iii) the external appearance of the building(s);
- (iv) the landscaping

(hereinafter called "the Reserved Matters" shall be obtained from the Local Planning Authority prior to the commencement of development).

Reason - To enable the Local Planning to control the details of the development hereby permitted.

2 Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

Reason - To ensure compliance with Section 92 of the Town and Country Planning Act 1990.

3 The development hereby permitted shall begin before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.

Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

4 Prior to any work commencing on the site a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing with the Local Planning Authority regarding mitigation measures for noise, dust and lighting during the construction phase. These shall include, but not be limited to, other aspects such as access points for deliveries and site vehicles, and proposed phasing/timescales of development etc. The CEMP shall be adhered to at all times during all phases.

Reason - To safeguard the residential amenity of neighbouring occupiers, in accordance with policies LP2 and LP16 of the Fenland Local Plan, adopted May 2014.

- 5 Prior to occupation of the development hereby approved a refuse collection strategy shall be submitted to and approved in writing by the Local Planning Authority. The refuse collection shall accord with the agreed details and thereafter be retained in perpetuity unless otherwise agreed in writing.

Reason - To ensure a satisfactory form of refuse collection and compliance with Policy LP16 of the Fenland Local Plan, adopted May 2014.

- 6 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, and amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the amended remediation strategy.

Reason - To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with policy LP16 of the Fenland Local Plan

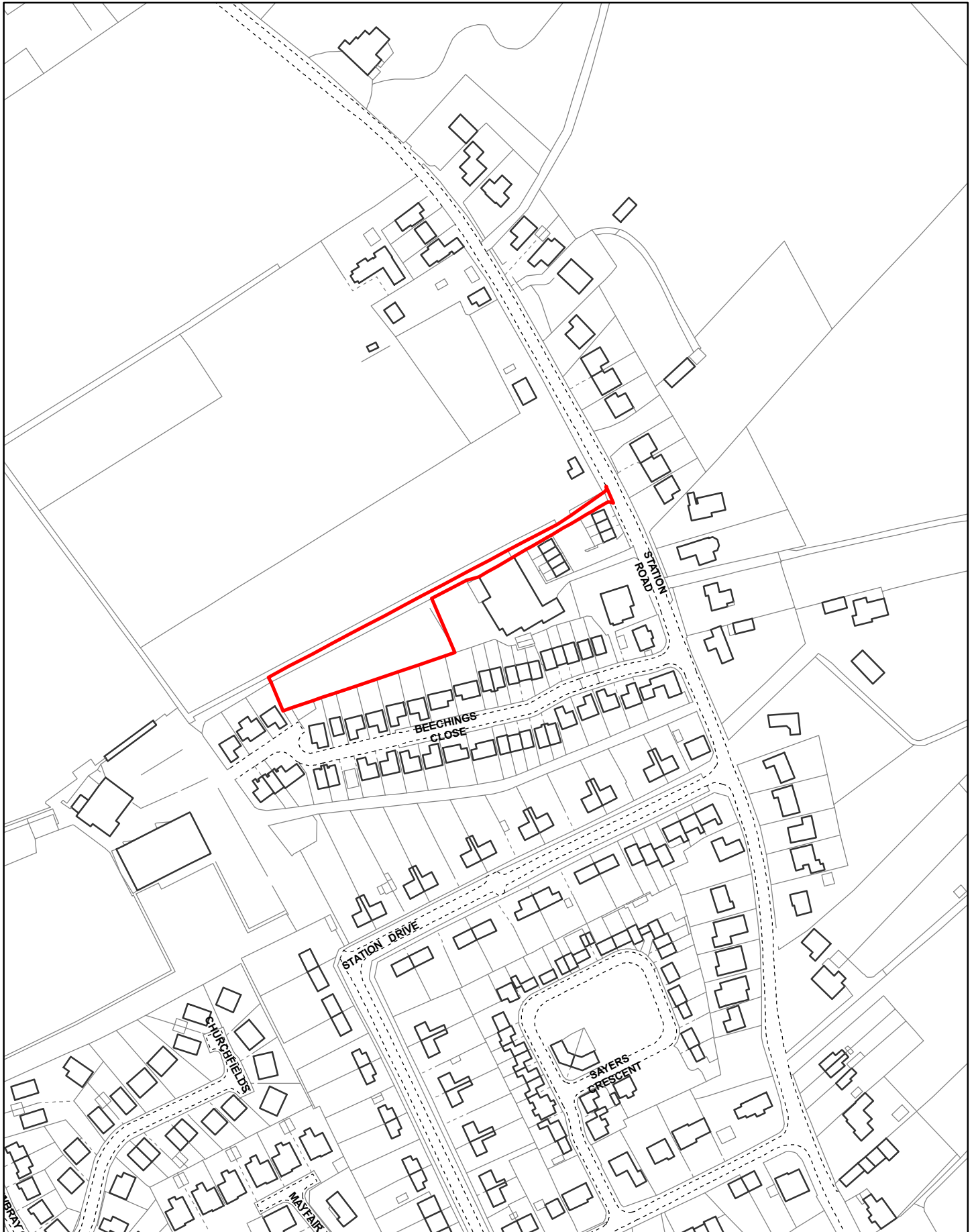
- 7 Before the development hereby permitted is occupied the vehicular access from Station Road shall be hard surfaced, sealed and drained away from the highway for a minimum width 5m and a minimum length of 10m from the back edge of the existing carriageway, in accordance with a detailed scheme to be submitted to and approved in writing by the LPA.

Reason: In the interests of highway safety in line with Policy LP15 of the Fenland Local Plan (May 2014).

- 8 Before the development hereby permitted is occupied the access shall be surfaced with an appropriate material and drained in accordance with a detailed scheme to be submitted to and approved in writing by the LPA.

Reason: In the interests of highway safety, and residential amenity and in order to ensure that adequate vehicular and pedestrian access is provided for waste management requirements.

- 9 The development hereby permitted shall be carried out in accordance with the following approved plans and documents



Created on: 27/04/2018

© Crown Copyright and database
rights 2018 Ordnance Survey 10023778

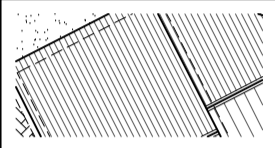
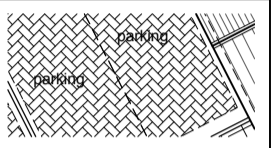
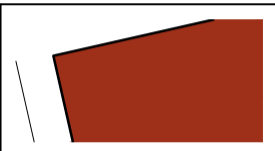
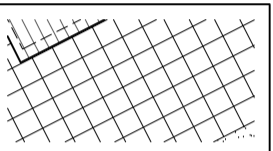
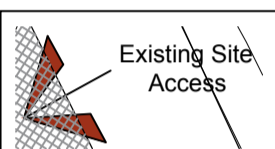
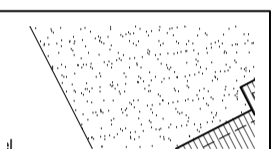
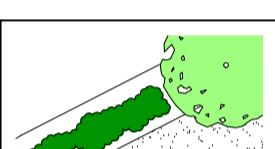
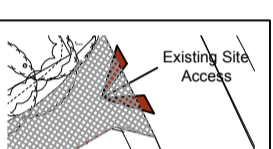
F/YR18/0386/O

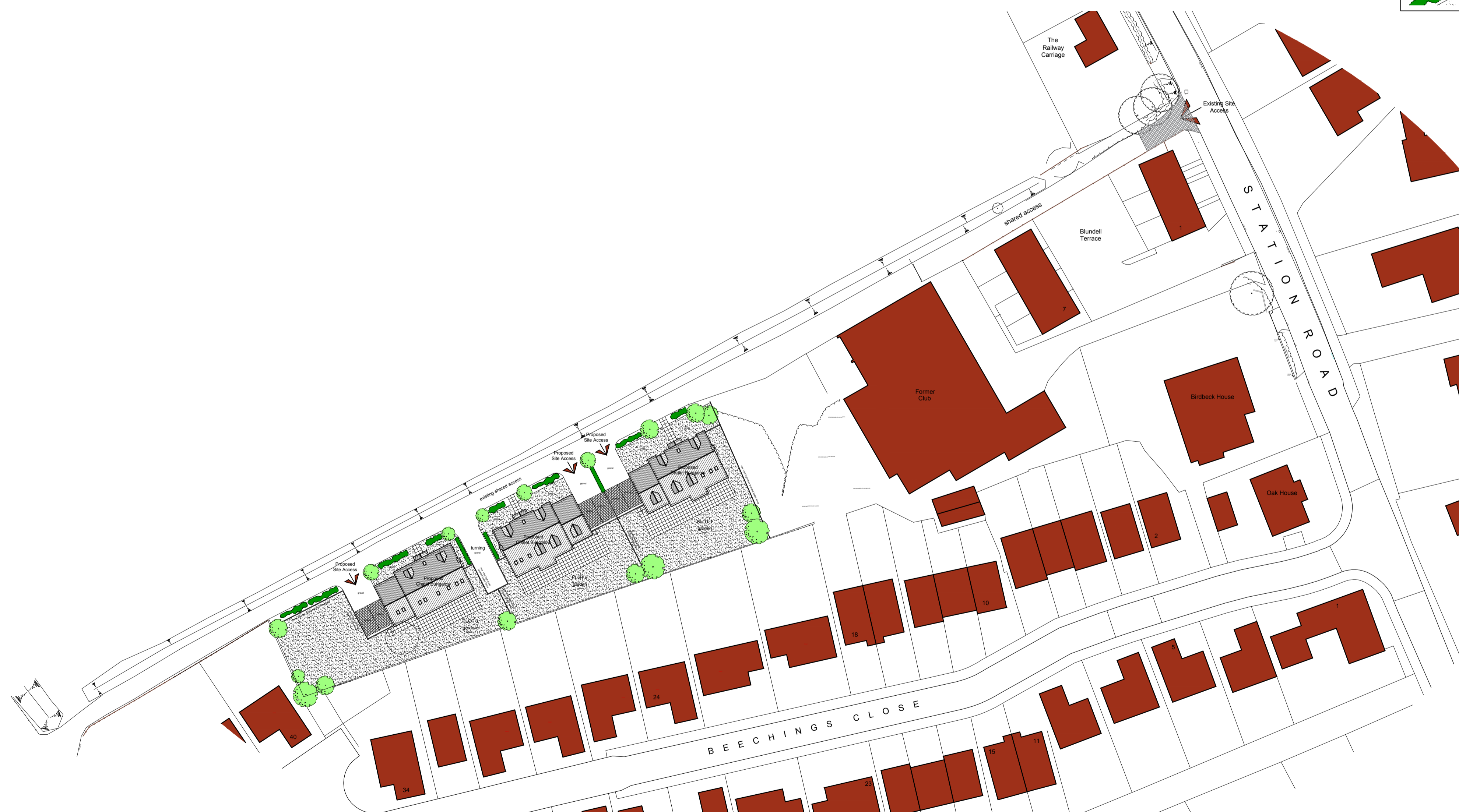
Scale = 1:2,500



- General Notes
1. This drawing shall not be scaled, figured dimensions only to be used.
 2. All dimensions are shown in 'mm' unless otherwise stated.
 3. The contractor, sub-contractors and suppliers must verify all dimensions on site prior to the commencement of any work.
 4. This drawing is to be read in conjunction with all relevant engineers and specialist sub-contractors drawings and specifications.
 5. Any discrepancies are to be brought to the designers attention.

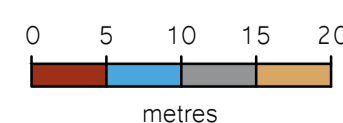
SITE PLAN KEY

	Indicates proposed dwellings		Indicates block paving parking spaces
	Indicates existing structures taken from O.S. map		Indicates patio slabs
	Indicates site access points		Indicates areas to be grassed
	Indicates trees and shrubs		Indicates 10.0m sealed and drained access constructed to CCC Construction Specification



Indicative Site Plan

Scale: 1:500



Revisions	
A	August 2018 Access Revised for Highways

Status
FOR APPROVAL

SWANN EDWARDS
ARCHITECTURE

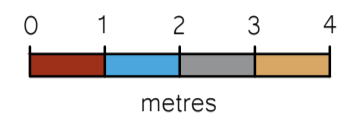
Swann Edwards Architecture Limited, Swann Edwards Architecture,
Fen Road, Guyhirn, Wisbech, Cambs. PE13 4AA
t 01945 450694 e info@swannedwards.co.uk w www.swannedwards.co.uk

Job Title Proposed Three Dwellings Wisbech St Mary For: Symonds, Plumb & Goodger	Date April 2018	Scale 1:500 Sheet Size A1
Drawing Title Planning Drawing Complete Site Plan	Job No. SE-874 Dwg No. 03	Drawn by G.E. Revision A

General Notes
 1. This drawing shall not be scaled, figured dimensions only to be used.
 2. All dimensions are shown in "mm" unless otherwise stated.
 3. The contractor, sub-contractors and suppliers must verify all dimensions on site prior to the commencement of any work.
 4. This drawing is to be read in conjunction with all relevant engineers and specialist sub-contractors drawings and specifications.
 5. Any discrepancies are to be brought to the designers attention.



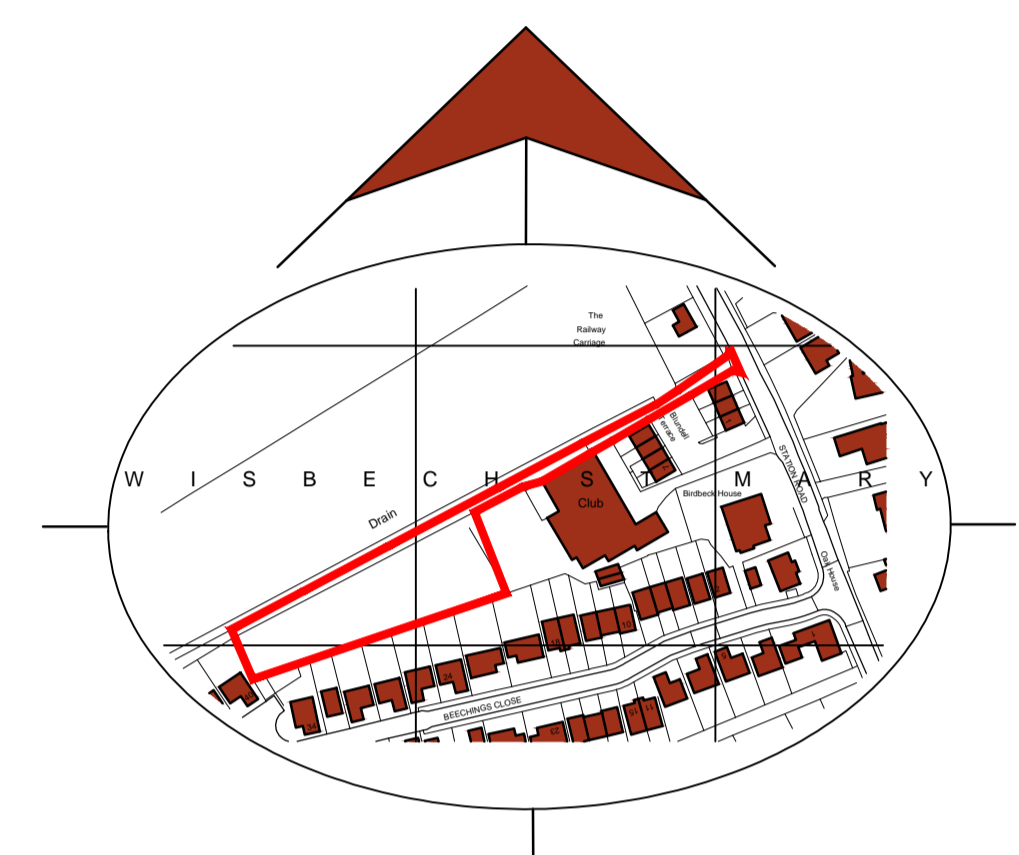
Indicative Street Scene



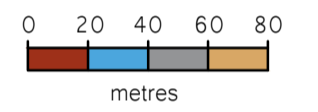
Scale: 1:100

SITE PLAN KEY

	Indicates proposed dwellings		Indicates block paving parking spaces
	Indicates existing structures taken from O.S. map		Indicates patio slabs
	Indicates site access points		Indicates areas to be grassed
	Indicates tress and shrubs		

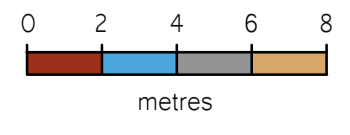


Location Plan



Scale: 1:2500

Indicative Site Plan



Scale: 1:200

Status
FOR APPROVAL

SWANN EDWARDS
 ARCHITECTURE

Swann Edwards Architecture Limited, Swann Edwards Architecture, Fen Road, Guyhirn, Wisbech, Cambs. PE13 4AA
 t 01945 450634 e info@swannedwards.co.uk w www.swannedwards.co.uk

Job Title Proposed Three Dwellings For: Symonds, Plumb & Goodger	Date February 2018	Scale As Shown Sheet Size A1
Drawing Title Planning Drawing	Job No. SE-874 Dwg No. 02	Drawn by G.E. Revision