
F/YR21/0455/F

Applicant: Mr C Waters

**Agent: Mr Chris Walford
Peter Humphrey Associates Ltd**

1 Eastwood End, Wimblington, March, Cambridgeshire

Erect 3 x dwellings (2 x 3-storey 5 bed and 1 x single-storey 2-bed) involving the demolition of existing dwelling

Officer Recommendation: Refuse

Reason for Committee: Referred by Head of Planning on advice of Committee Chairman

1. EXECUTIVE SUMMARY

- 1.1. The proposal is located at the existing edge of Eastwood End. The scheme involves the construction of three new dwellings on land currently occupied by a single bungalow.
- 1.2. Eastwood End is considered to be an 'Elsewhere' location as set out in the Fenland Local Plan (2014) where development is to be restricted to that which meets with a limited range of uses appropriate to a countryside location.
- 1.3. The development proposed would fail to respect the existing character of the residential development present in the Eastwood End area, and would result in a cramped, oppressive form of the development that has a detrimental impact on the character of the area where it is located.
- 1.4. The scheme makes appropriate provision for amenity of future residents, and does not result in a detrimental impact on highway safety.
- 1.5. The benefits of the development to the overall provision of housing and economy within the District are not sufficient to justify granting permission for the proposal contrary to the relevant policies of the development plan however, and so the recommendation is for Refusal.

2. SITE DESCRIPTION

- 2.1. The application site is located within the settlement of Eastwood End, located to the east of Wimblington, and separated from that settlement by the A141 Isle of Ely Way.
- 2.2. The site is located to the west of Eastwood End, at its southern extent as the road turns westward towards Wimblington from its north-south alignment through Eastwood End itself.

- 2.3. The rear and side boundaries of the site are currently closeboard fencing, with heras style temporary fencing along the front boundary of the site with Eastwood End.
- 2.4. The site is currently occupied by an extensive single-storey dwelling of red brick construction under a plain tiled roof. The dwelling has a loose-surfaced parking/turning area and driveway to its front and north side where a garage previously stood.
- 2.5. Some preparatory work appears to have taken place on the site, with the former front boundary wall and hedgerow being removed, along with all the trees from the front and side gardens
- 2.6. The application site is located within flood zone 1.

3. PROPOSAL

- 3.1. The proposal is for the demolition of the existing bungalow on the site and its replacement with three new dwellings, arranged in a linear form. Two of these properties would be 3-storey dwellings (albeit with accommodation in the roof) and attached garages, while the third dwelling would be single storey with a detached garage. Each of the properties would be served by an individual access.

4. SITE PLANNING HISTORY

F/YR03/0861/F	Erection of single-storey side, front and rear extensions to existing dwelling	Granted	28.08.2003
F/YR17/1165/O	Erection of a dwelling (Outline with matters committed in respect of access)	Refused	05.02.2018
F/YR17/0629/O	Erection of a dwelling (Outline with matters committed in respect of access)	Refused	29.09.2017
F/YR06/0422/O	Erection of a detached chalet bungalow	Refused	26.05.2006
06/00041/REF	Erection of a detached chalet bungalow	Dismissed	22.11.2006

5. CONSULTATIONS

5.1. Wimblington Parish Council

"Entrance to first bungalow is on a blind bend. Road visibility issues. Single access not clear. Hedges and trees already cut down, question as to ownership of trees cut down. Highways/traffic issues."

5.2. Cambridgeshire County Council Highways Authority

"I am not too concerned about vehicles reversing out onto Eastwood End, however I agree the parking and turning does not work for all three plots, particularly Plots 1 & 3. I am sure the applicant could amend them so they work better and ensure vehicles can enter and exit in a forward gear. Note this is not a busy high speed classified road, so entry/exit in a forward gear is not essential, so long as the visibility splays are achieved."

There is sufficient off-road parking provision for each plot to allow us to ignore the garage internal dimensions and not consider the garage as suitable parking spaces.

Visibility splay across Plot 3 is not really an issue because of the low speed corner i.e. 2.4mx43m is the recommended splay for 30mph 85th percentile speeds. Vehicle speeds around the corner question are not likely to exceed 20mph."

5.3. FDC Environmental Health

No objections. Request condition regarding unsuspected contamination

5.4. Cambridgeshire Fire and Rescue

"With regard to the above application, should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition."

5.5. Local Residents/Interested Parties

None received

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)

Para 2: NPPF is a material consideration in planning decisions.

Para 7: Purpose of the planning system is to contribute to the achievement of sustainable development

Para 12: Conflict with an up-to-date plan should not usually be granted

Para 79: Housing should be located where it will enhance or maintain the vitality of rural communities.

Para 130: Well-designed development

Para 134: Permission should be refused for development of poor design that fails to take opportunities for improving the character and quality of an area.

Para 174: Contribution to and enhancement of the natural and local environment.

Para 180: Harm to habitats and biodiversity.

7.2. National Planning Practice Guidance (NPPG)

Determining a Planning Application

7.3. National Design Guide 2019

Context

Identity

Built Form

Homes and Buildings

Resources

Lifespan

7.4. 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
LP4 – Housing
LP12 – Rural Areas Development Policy
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**
- **Character Impact**
- **Highway Safety**
- **Residential Amenity**

9. BACKGROUND

- 9.1. Eastwood End has been the subject of several appeals in recent years, all of which have considered the matter of the status of the settlement with regard to the settlement hierarchy set out in policy LP3 of the Fenland Local Plan (2014).
- 9.2. Four appeal decisions are of particular note stretching back to 2014 and the adoption of the current development plan. Each considered the matter of the status of Eastwood End with regard to the settlement hierarchy. Two of the decisions (both dismissed) considered that Eastwood End is an 'Elsewhere' location as identified within policy LP3, where development requires special justification, and that Eastwood End was an unsustainable location. A third appeal (also dismissed) similarly concluded that Eastwood End was an 'Elsewhere' location requiring special justification for development, but noted that some journeys may be undertaken by means other than the private car to the nearby settlement of Wimblington. The final appeal (allowed) concluded that as Eastwood End was not defined as a separate settlement in its own right under policy LP3, its status was a matter of judgement. The Inspector concluded that Eastwood End was in fact an outlying part of the larger settlement of Wimblington and not a distinct entity, noting that a scheme for three dwellings (directly opposite this application) recently granted by the Council reinforced this finding.
- 9.3. In light of this appeal history, where Planning Inspectors have failed to identify and follow a consistent approach in relation to classification of the settlement, these appeals are considered to provide no firm basis for making an assessment of the application. However, the Council has been consistent in its approach to Eastwood End considering this an Elsewhere Location where development should be resisted. This is apparent when looking at the development of the three dwellings to the opposite side of the road to the current application site where the delivery of a footway link was considered to outweigh any policy conflict.
- 9.4. The specific site history indicates several attempts have been made to gain permission for the construction of a single dwelling on the land to the north of the bungalow on the site, all of which have been refused. A single appeal decision relates to such a proposal, however it dates back to 2006 and therefore predates the current development plan.

10. ASSESSMENT

Principle of Development

- 10.1. Policy LP3 considers that Eastwood End is an Elsewhere location in terms of LP3, where development will be restricted to that which is demonstrably essential to the effective operation of local agriculture or a range of other rural uses. The proposal does not accord with the criteria identified in that policy for development in Elsewhere locations. Wimblington is a growth village where LP3 states that development and new service provision either within the existing urban area or as a small village extension will be appropriate albeit of a considerably more limited scale than the Market Towns.
- 10.2. Appeal decisions elsewhere within the district in relation to development of new dwellings within an Elsewhere location set out the approach to considering development in such locations, with the key steps of that approach being as follows:
- Policy LP3 restricts development in such areas to support specific uses (such as agricultural, horticultural etc).
 - Policy LP12 Part A is not relevant as it deals specifically with village settlement classes and not 'Elsewhere' locations.
 - Policy LP3 is consistent with paragraph 78 of the National Planning Policy Framework (2019) as the settlement hierarchy identifies opportunities for growth in smaller settlements.
 - Paragraph 79 of the National Planning Policy Framework (2019) does not fall for consideration in relation to sites that are not considered to be 'isolated'.
 - Modest social and economic benefits are not of sufficient weight to override policy LP3.
- 10.3. In conclusion with regard to the principle of the development, the location of the application site is not supported by the policies of the Fenland Local Plan except in specific circumstances relating to defined uses appropriate to countryside locations. No evidence has been provided to indicate that the scheme meets the requirements of those exceptions, and there are no material considerations that outweigh the restrictive policy.

Character Impact

- 10.4. The application site forms part of the frontage of Eastwood End at its southern end, where development is more generously spaced and sporadic than that towards the north end of the hamlet.
- 10.5. Policy LP16 of the Fenland Local Plan (2014) requires development proposals to deliver and protect high quality environments throughout the district. Proposals must demonstrate they make a positive contribution to the local distinctiveness and character of the area, enhancing their local setting and both responding to and improving the character of the local built environment whilst not adversely impacting on the street scene, settlement pattern or landscape character of the surrounding area.
- 10.6. Historic imagery of the site (2010) shows a bungalow of no particular architectural merit that nonetheless sat well within its surroundings, contributing to but not dominating the appearance of the street scene in this location. It had a low garden wall immediately to the front of the site, with maintained hedgerows to either side. The property also benefitted from a mature, landscaped setting, both in front of the dwelling and to both of its sections of amenity land, to either side.

- 10.7. All of this landscaping that made a significant contribution to the setting of the dwelling was removed prior to the submission of the current planning application, and the boundary wall and detached garages serving the property have also been removed. The application site now appears stark and barren within the street scene, devoid of any features of merit. It is concluded that the removal of the trees and wall from the site have had a significant impact on its appearance and contribution to the character of the area. No replacement landscaping is shown to the frontage of the development and it is considered that this, combined with the scale of development would cause the proposed replacement dwellings to have a much more dominant and intrusive relationship within the street scene than that enjoyed by the existing property.
- 10.8. The proposal is for the development of three dwellings on the site in a stepped arrangement that broadly follows the curve of the road from which they are accessed. The dwellings would typically be in the range of 8.5-12 metres from the road, with individual parking and turning areas marked out between the dwellings and the road.
- 10.9. The plans identify the parking for the proposed dwellings in particularly prominent locations in respect of the street scene, whilst the garages do not meet with the internal space standards required of garage parking under Appendix A of the Fenland Local Plan (2014), meaning that an increased number of cars would be likely to be parked on the areas immediately in front of the dwellings. This would also impact on the appearance of the properties within the street scene. In each of the plots, the proposed access point appears to have been chosen without reference to the location of the proposed parking areas, with extensive areas of hard surfacing identified in front of the dwellings to theoretically allow vehicles to access the parking serving the plots.
- 10.10. The scheme would contrast poorly with the plots granted consent on the opposite (east) side of Eastwood End, where the dwellings approved were located within extensive grounds and set back a considerable distance from the road. The design of the dwellings resembles a property that would be expected to sit within much more extensive grounds, with elements of a Georgian style including a high proportion of glazing to the front elevation, which is largely symmetrical around a grand central entrance. This is unbalanced however by the proposed garages to the dwellings to their southern flanks, and the more subdued unprepossessing style of the bungalow on plot 3. This detrimental impact is further exacerbated by the limited space between the dwellings within the street scene, which combines with the limited set back from the road to create a development that would have an oppressive impact detrimental to the character of the area.
- 10.11. The proposal would therefore fail to accord with the requirements of policy LP16 of the Fenland Local Plan (2014).

Highway Safety

- 10.12. Policy LP15 of the Fenland Local Plan (2014) requires development to provide a well-designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport. Appendix A of the Fenland Local Plan sets out the parking standards associated with development proposals, noting that for properties of up to three bedrooms, two parking spaces are required, and for properties of four bedrooms or more, provision of three spaces is required.

- 10.13. The scheme proposes to upgrade the existing vehicular access into the site and to provide a further two accesses to the centre and south of the site. Each property would therefore have its own private access with on-plot parking provision. As noted above, the proposed garages do not meet the internal space standards required to qualify as a parking space in respect of Appendix A of the Fenland Local Plan. However the Highway Authority have confirmed they consider there is sufficient parking space on the driveways associated with the properties to serve the development. Parking of vehicles associated with the dwellings would therefore become a matter of visual impact on the character of the area.
- 10.14. The works to remove the boundary treatments of the site have allowed for the development to propose visibility splays to either side of each of the new accesses sufficient to satisfy the Local Highways Authority however due to the location of the development on a bend in the road, this would require a condition to prevent any feature over 0.6m high within a large section of the front garden of plot 3. The parking and turning area associated with this plot is located within this visibility splay and it is not considered feasible therefore to prevent it from being obscured by condition. Notwithstanding that, the visibility splay shown has been confirmed by the Highways Authority as relating to the speed limit for the area, however due to the nature of the road at that point it is likely that actual speeds are much lower and therefore the visibility splay required would be less than that shown.
- 10.15. The Highways Authority have raised no objection to the proposal on the basis of the proposed new accesses to serve the development or the development's wider impact on Highway Safety.

Residential Amenity

- 10.16. Policy LP2 of the Fenland Local Plan (2014) requires development proposals to promote high levels of residential amenity, and policy LP16 requires development proposals to demonstrate that they do not adversely impact on the amenity of neighbouring users whilst providing sufficient amenity space for the proposal, with the guideline for non-flat development being one third of the plot area.
- 10.17. In this instance, the proposed private amenity space serving plot 3 fails to meet this standard, with approximately 20% of the plot given over to private amenity space. Given the absolute size of the private amenity space however, it provides an ample area to serve the dwelling and would not justify refusal on the grounds of poor amenity provision.
- 10.18. With regard to other residential amenity impacts, these generally arise due to relationships that result in overlooking of adjacent land resulting in a loss of privacy, or the proximity of dwellings to boundaries resulting in an overbearing impact on the garden areas of neighbouring dwellings. In this instance, the separation of the proposed dwellings from the side boundaries of the plots within the site combined with the overall size of the proposed gardens ensures an acceptable relationship within the development. Only one existing dwelling adjoins the site, which is located to the north, and similarly this property benefits from an ample rear garden that would not be unacceptable impacted on by the proposed dwelling on plot 1.
- 10.19. The scheme is therefore acceptable in terms of its impact on residential amenity.

11. CONCLUSIONS

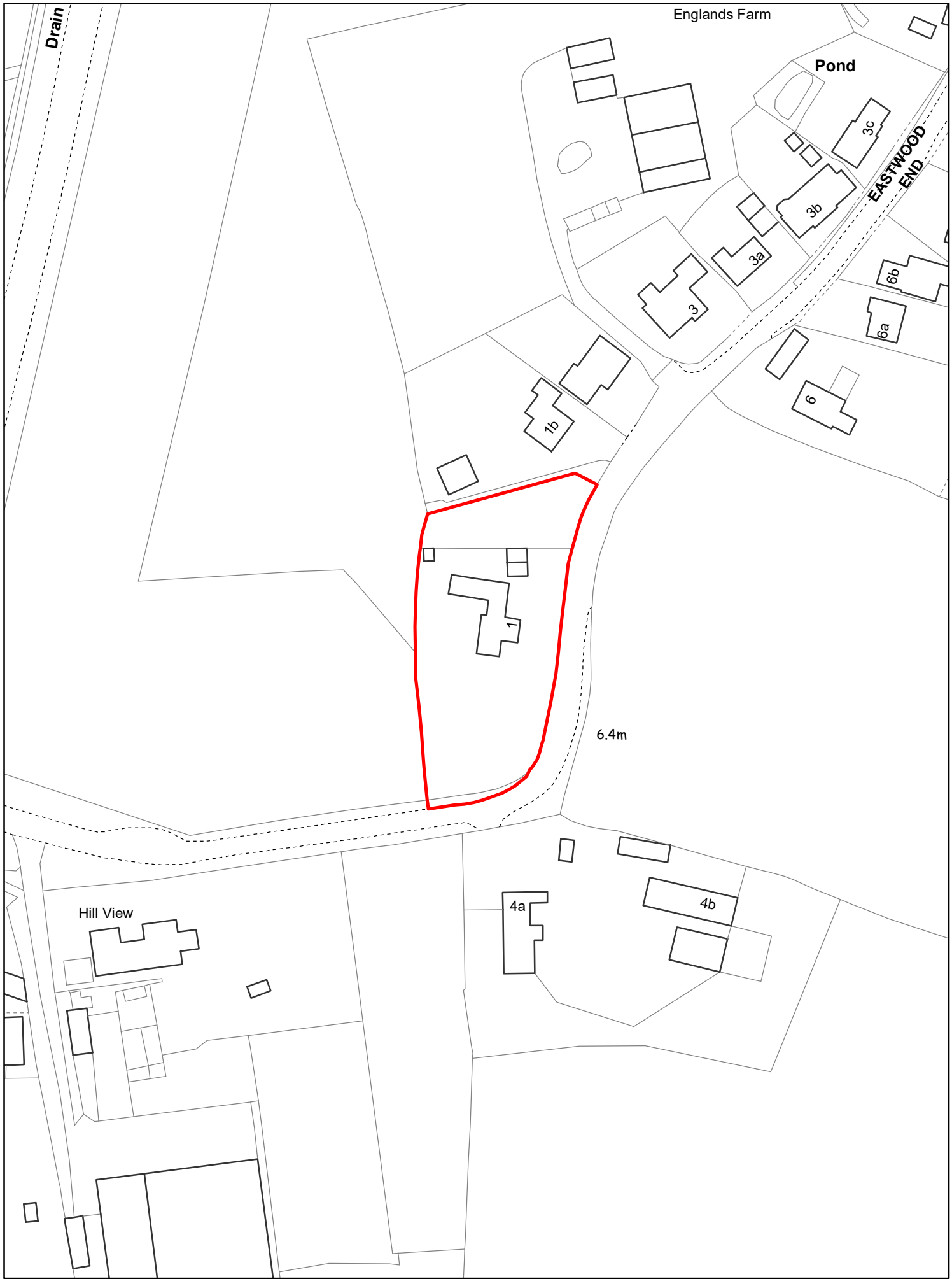
- 11.1. The proposal is located in an area identified as an 'Elsewhere' location within the development plan. Policy LP3 restricts development in such areas to that which meets one of a strict set of countryside appropriate uses, none of which apply to the application proposals. The redevelopment of the site for additional dwellings is therefore contrary to this policy.
- 11.2. The specific development proposed has already resulted in character harm to the area from the preparation of the site prior to the submission of the planning application, and the proposals set out in the plans would result in further harm to the character of this area.
- 11.3. The proposal does not result in an adverse impact on highway safety along Eastwood End.
- 11.4. There is no residential amenity harm arising from the scheme, and the amenity levels within the proposed development are acceptable.
- 11.5. The dwelling would make a modest contribution to the provision of housing within the district and has the potential to support local employment through the construction phase. These positive benefits however are not sufficient to outweigh the harm identified to the area from the proposed development

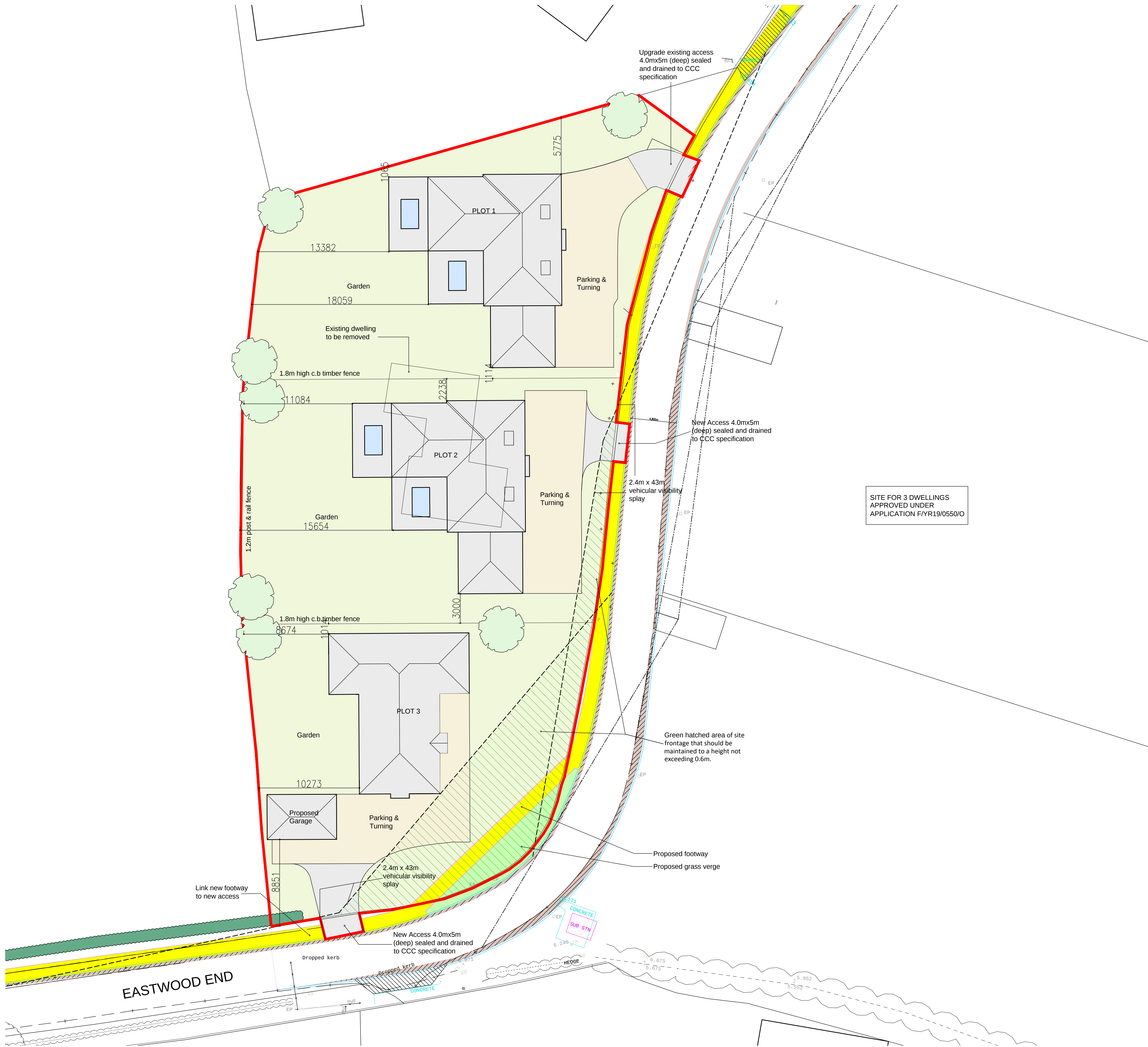
12. RECOMMENDATION

Refuse

Reasons

1	Policy LP3 of the Fenland Local Plan (2014) sets out the settlement hierarchy for the district, identifying the scale of development that will be appropriate for each level of the hierarchy. The proposal is for the construction of 3 dwellings in Eastwood End, which is categorised as an Elsewhere location within LP3, where development is to be restricted to that falling within a specific set of categories. Policy LP12 part D supplements policy LP3 in identifying the supporting information required of proposals for new dwellings in Elsewhere locations. No evidence has been provided to indicate that the proposed development falls within any of these categories for consideration and therefore the proposal is contrary to policy LP3 and LP12 part D.
2	Policy LP16 of the Fenland Local Plan (2014) requires development proposals to deliver and protect high quality environments throughout the district. Proposals must demonstrate they make a positive contribution to the local distinctiveness and character of the area, enhancing their local setting and both responding to and improving the character of the local built environment whilst not adversely impacting on the street scene, settlement pattern or landscape character of the surrounding area. The development of the site for three residential dwellings would result in a significant urbanisation of this section of Eastwood End, with the development proposals put forward for consideration having a stark, overbearing and detrimental impact on the existing character of the area. The scheme would therefore be contrary to the requirements of policy LP16 of the Fenland Local Plan (2014).

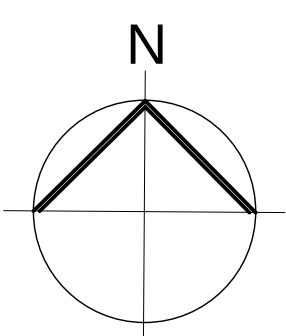




PROPOSED SITE PLAN 1:200



LOCATION PLAN 1:1250



Peter Humphrey Associates Ltd.
ARCHITECTURAL DESIGN AND BUILDING

PROJECT
PROPOSED DEVELOPMENT

SITE
LAND SOUTH OF No.1b
EASTWOOD END
WIMBLINGTON
CAMBS
PE15 0QQ

DRAWING
PLANNING DRAWING 1

CLIENT
Mr C Waters

DATE JAN 21 SCALE As Shown JOB No 6256/01E

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Fenland District Council
Building
Design Award
(Building Excellence in Fenland)
Category Winner 08/09/10
Overall Winner 2010



PLOT 1 FRONT ELEVATION



SIDE ELEVATION



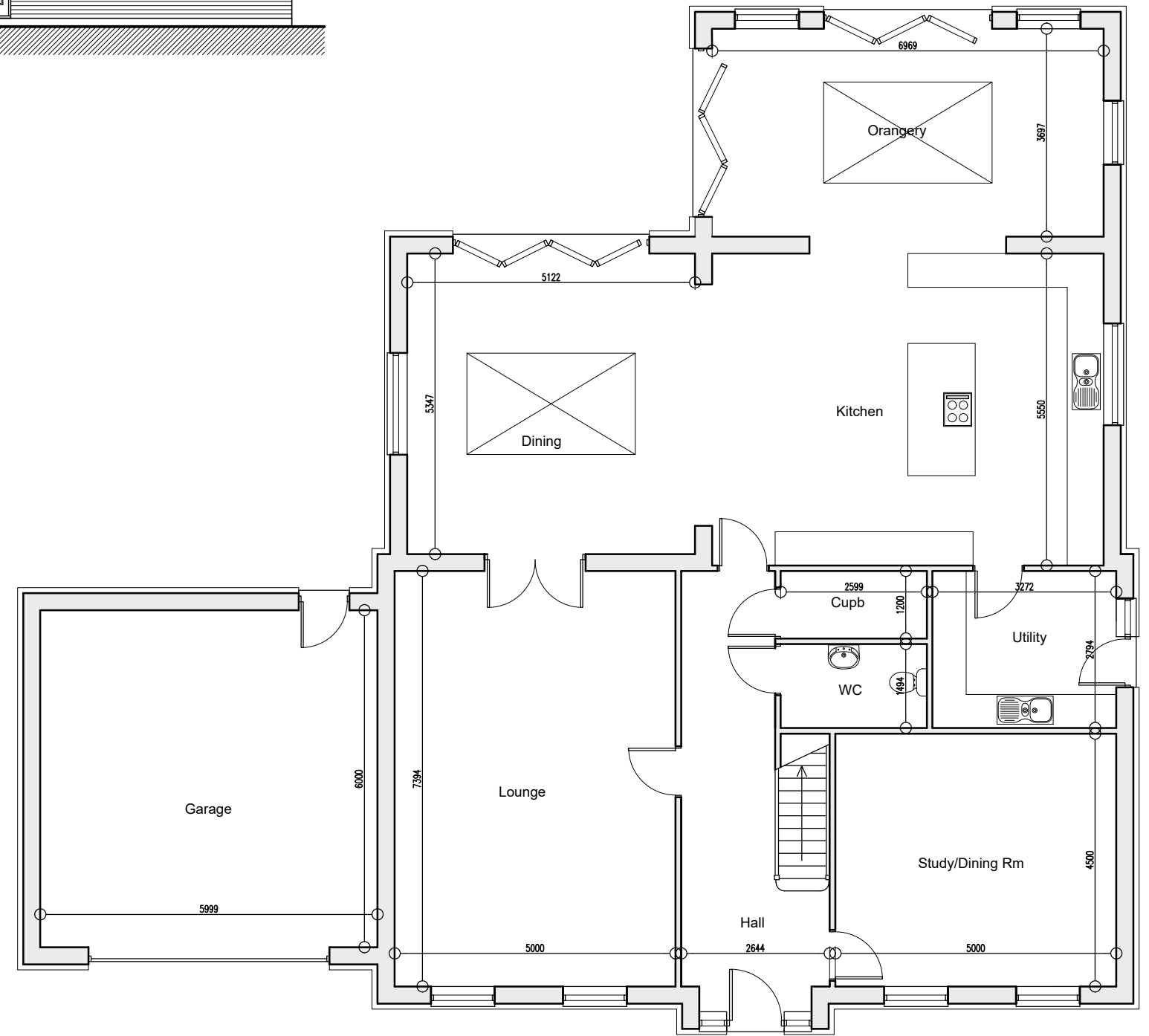
REAR ELEVATION



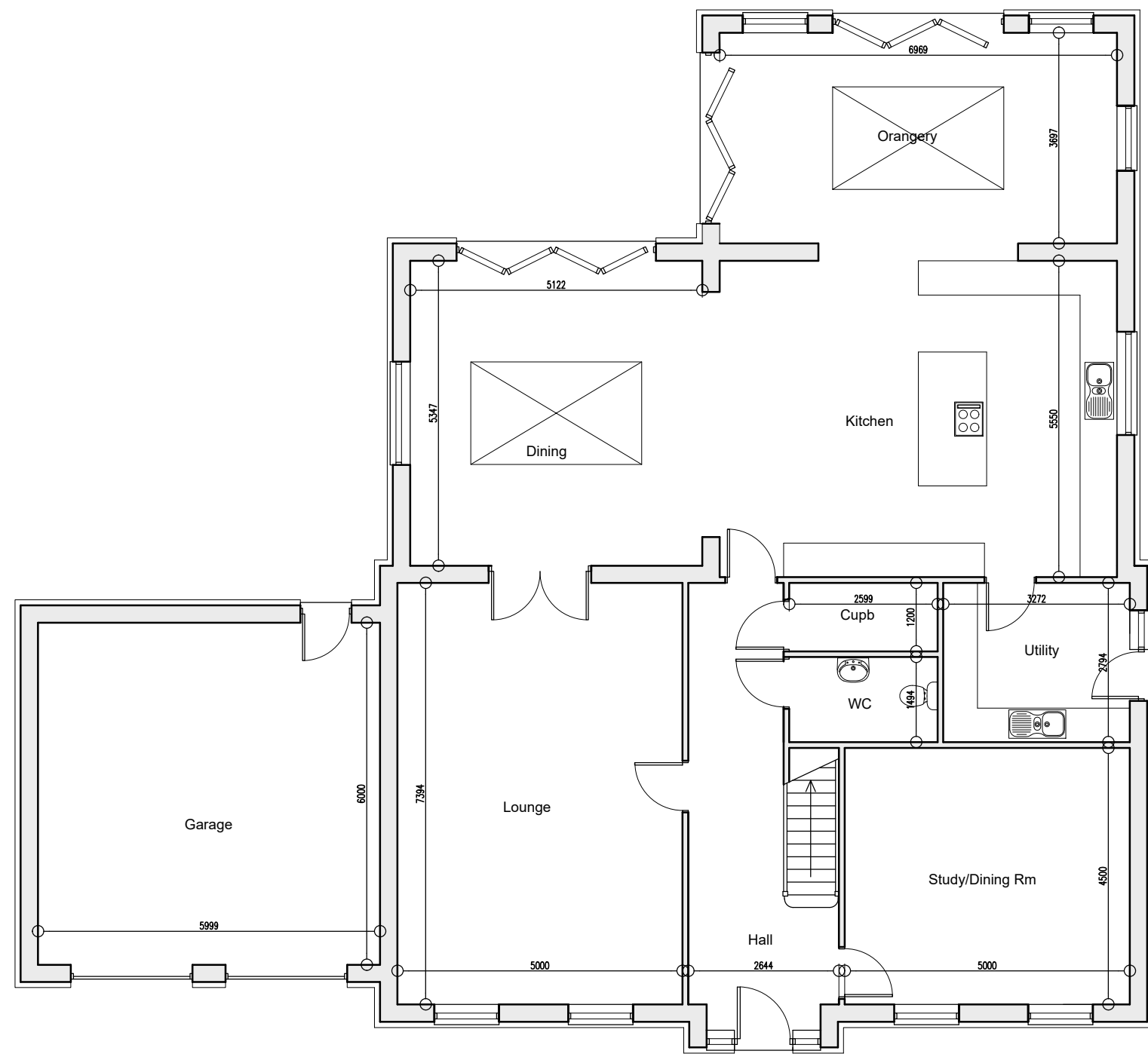
SIDE ELEVATION



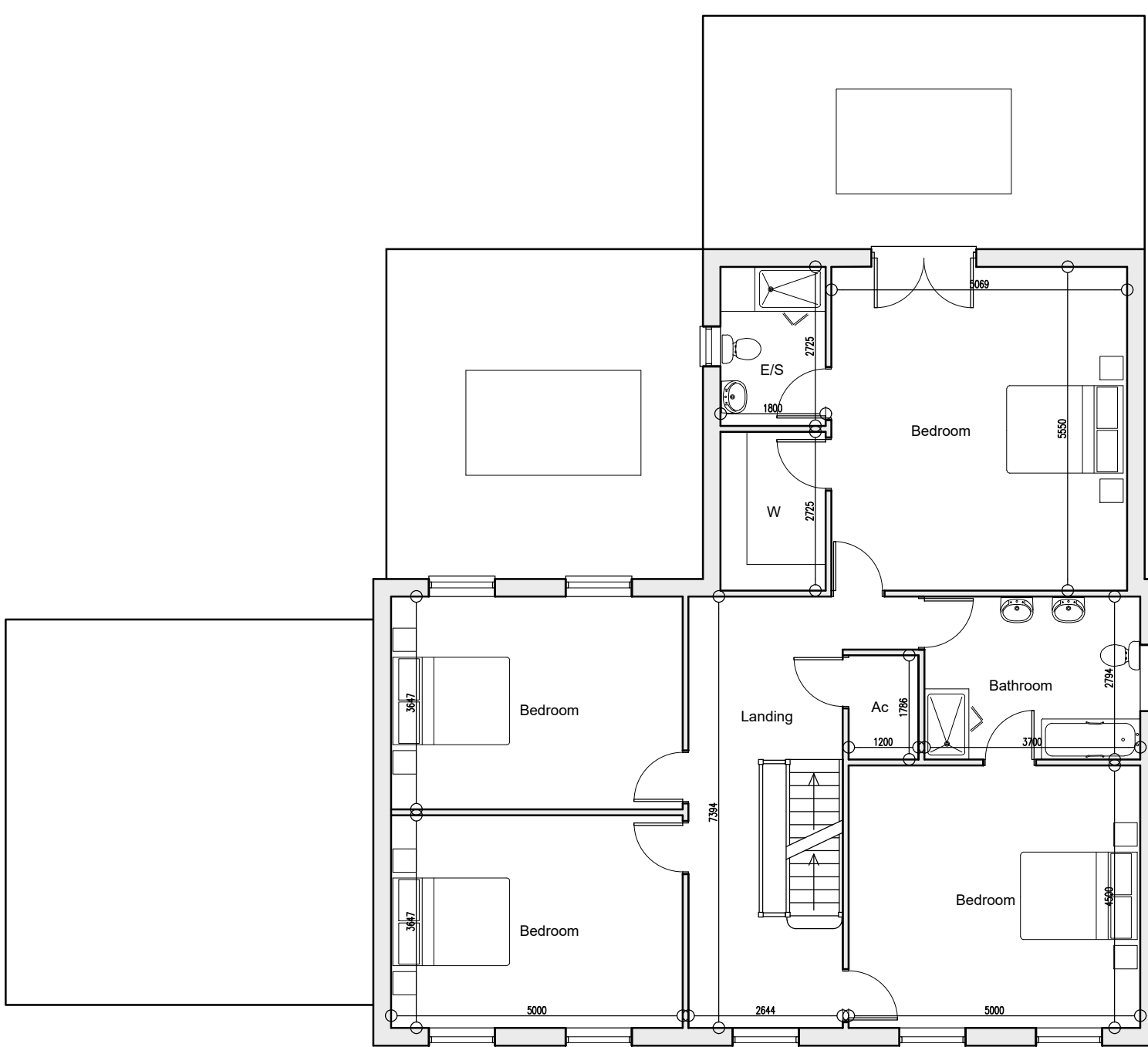
PLOT 2 FRONT ELEVATION



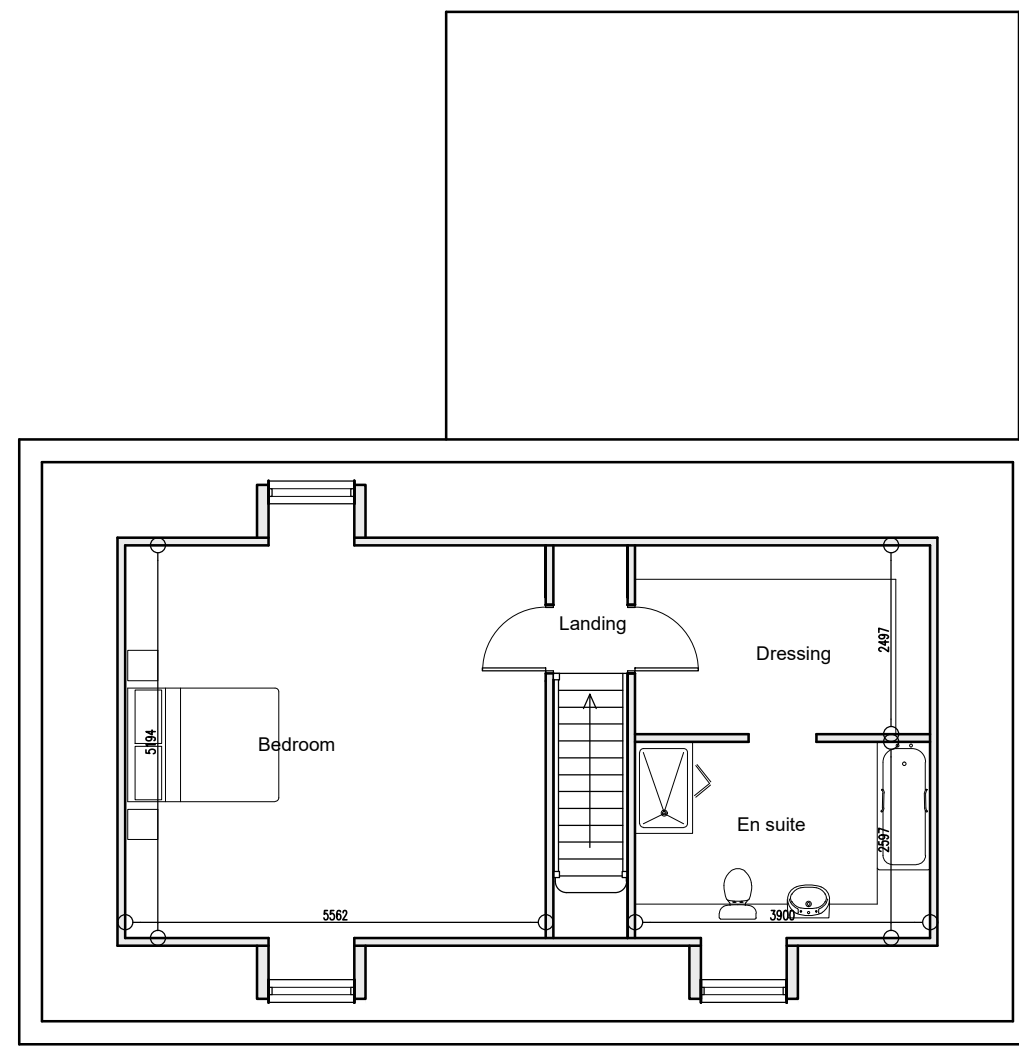
PLOT 2 GROUND FLOOR PLAN



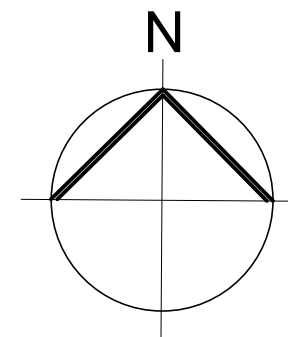
PLOT 1 GROUND FLOOR PLAN



FIRST FLOOR PLAN



ATTIC FLOOR PLAN



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PROPOSED DEVELOPMENT

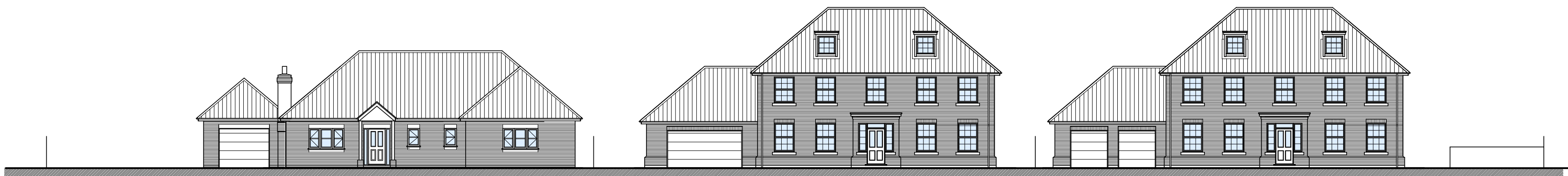
SITE
LAND SOUTH OF No.1b
EASTWOOD END
WIMBLINGTON
CAMBS
PE15 0QQ

DRAWING
PLOTS 1 & 2 PLANS & ELEVATIONS

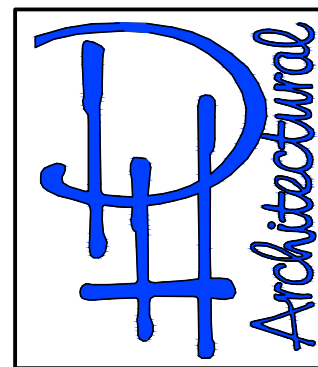
CLIENT
Mr C Waters

DATE JAN 21 SCALE As Shown JOB No. 6256/02C

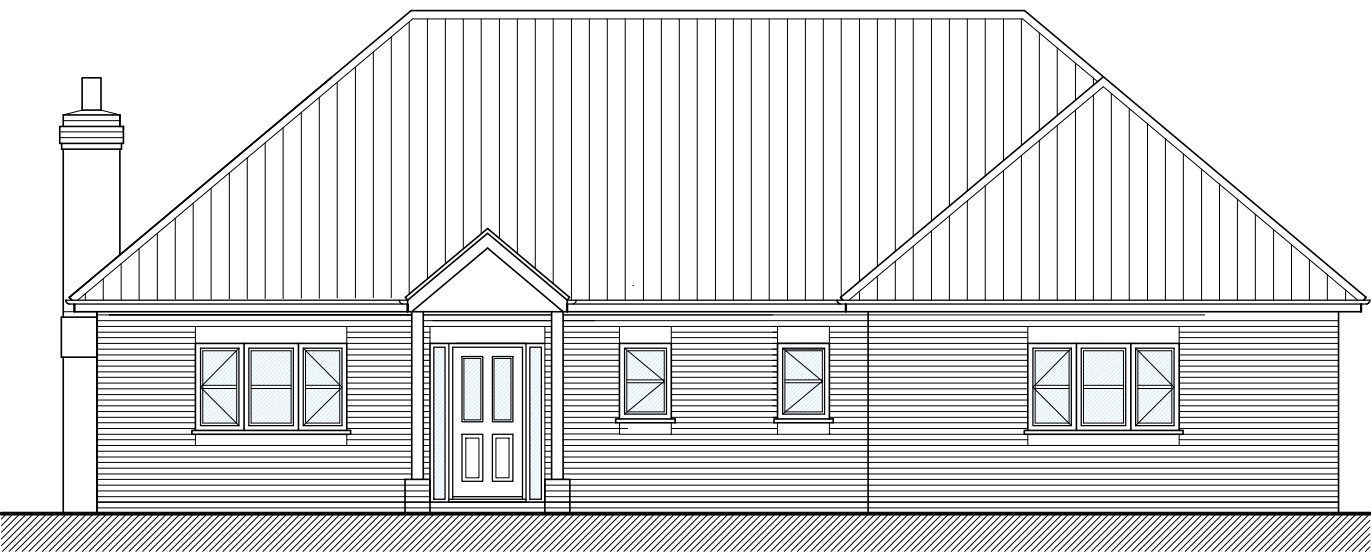
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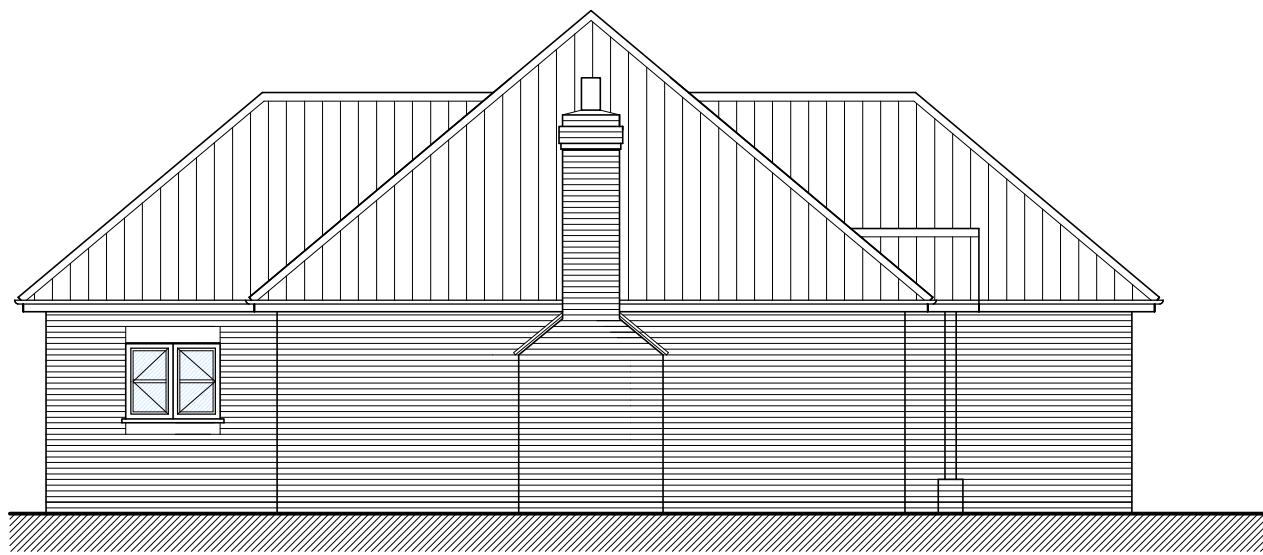
PROPOSED STREET SCENE 1:200



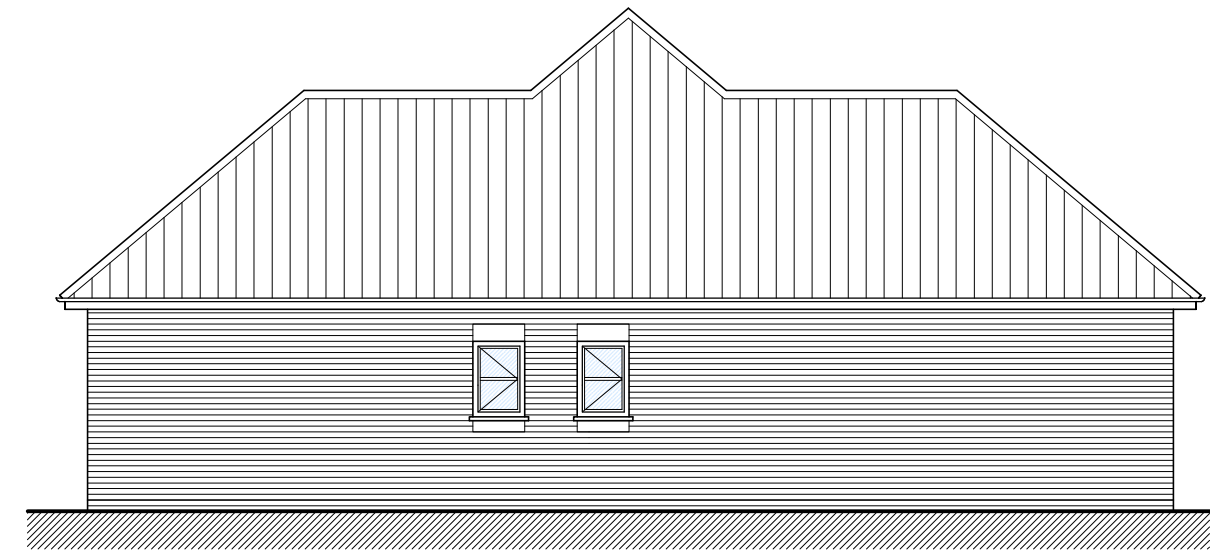
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Overall Winner 2010



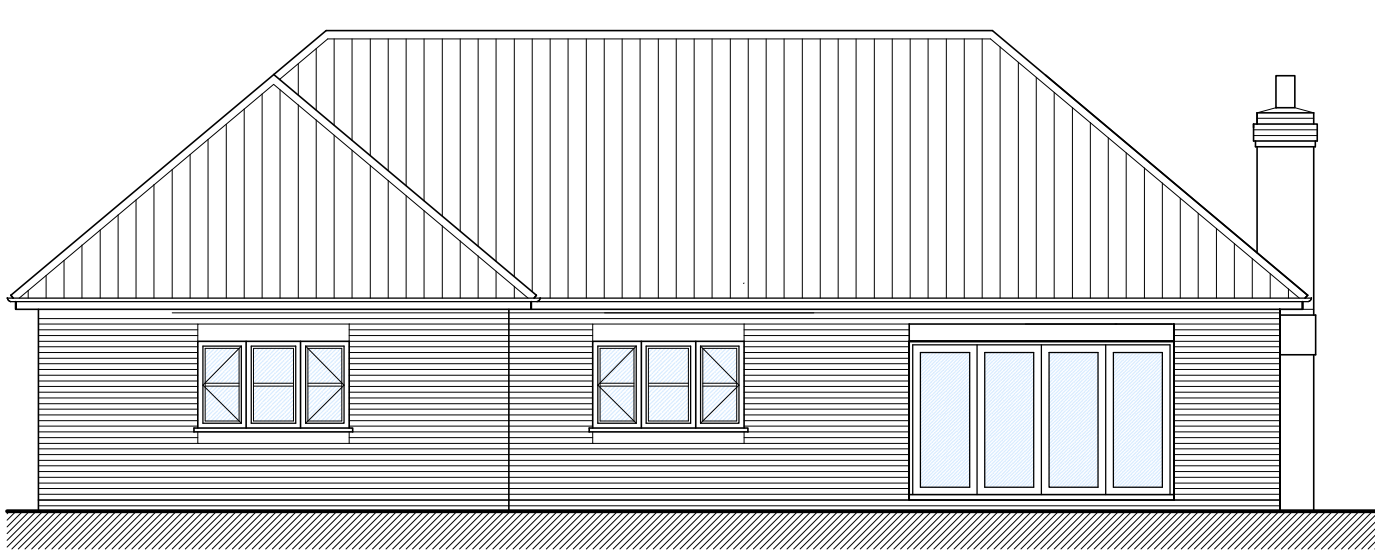
FRONT ELEVATION



SIDE ELEVATION

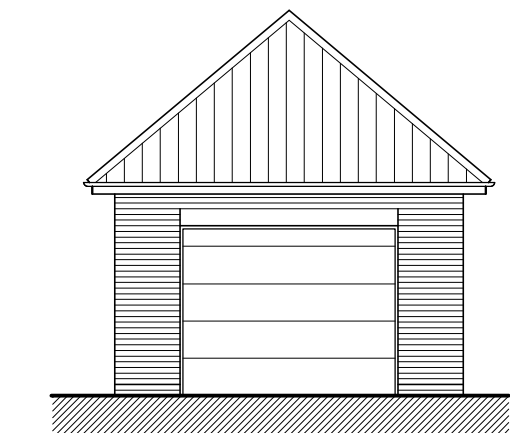


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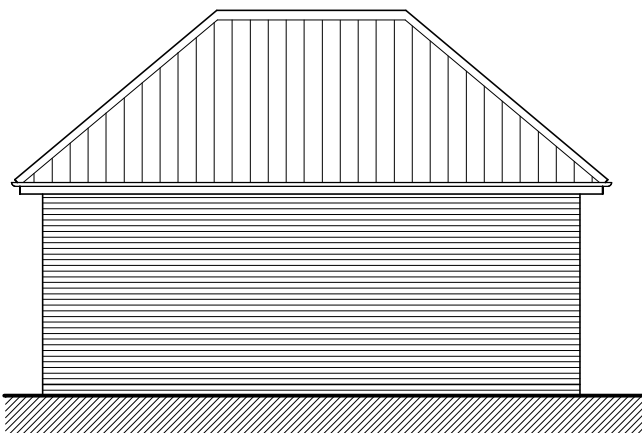


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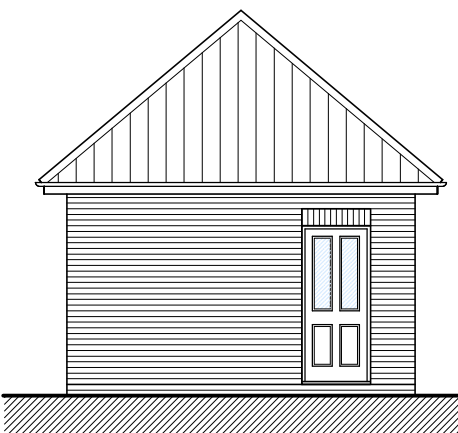
ELEVATIONS 1:100



FRONT ELEVATION

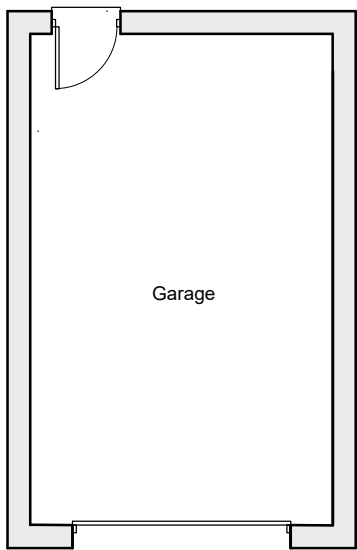


SIDE ELEVATIONS

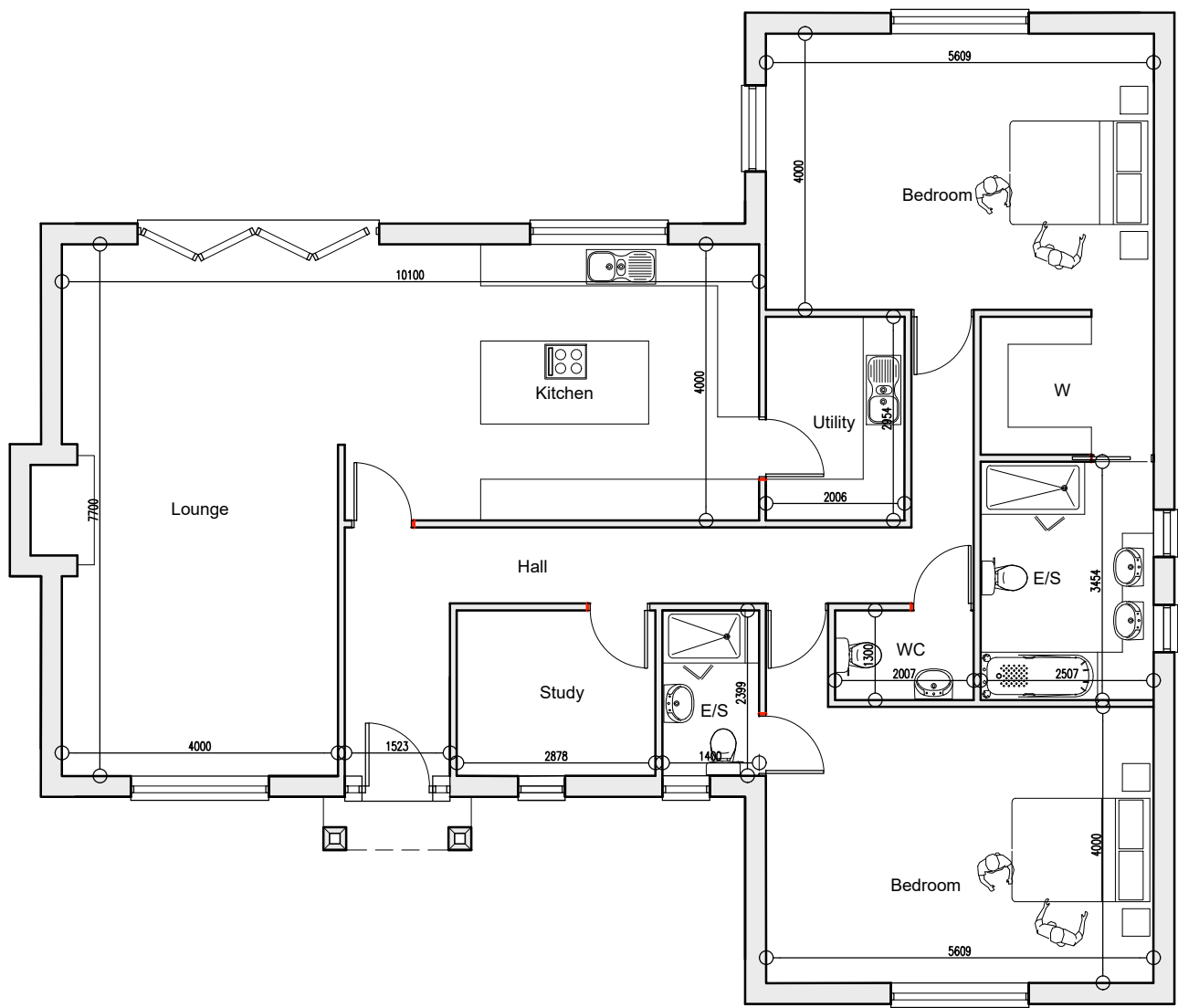


REAR ELEVATION

GARAGE ELEVATIONS 1:100



GARAGE PLAN 1:100



PLAN 1:100

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PROPOSED DEVELOPMENT

SITE
LAND SOUTH OF No.1b
EASTWOOD END
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PE15 0QQ

DRAWING
PLOT 3 PLANS & ELEVATIONS

CLIENT
Mr C Waters

DATE JAN 21 SCALE As Shown JOB No. 6256/03C

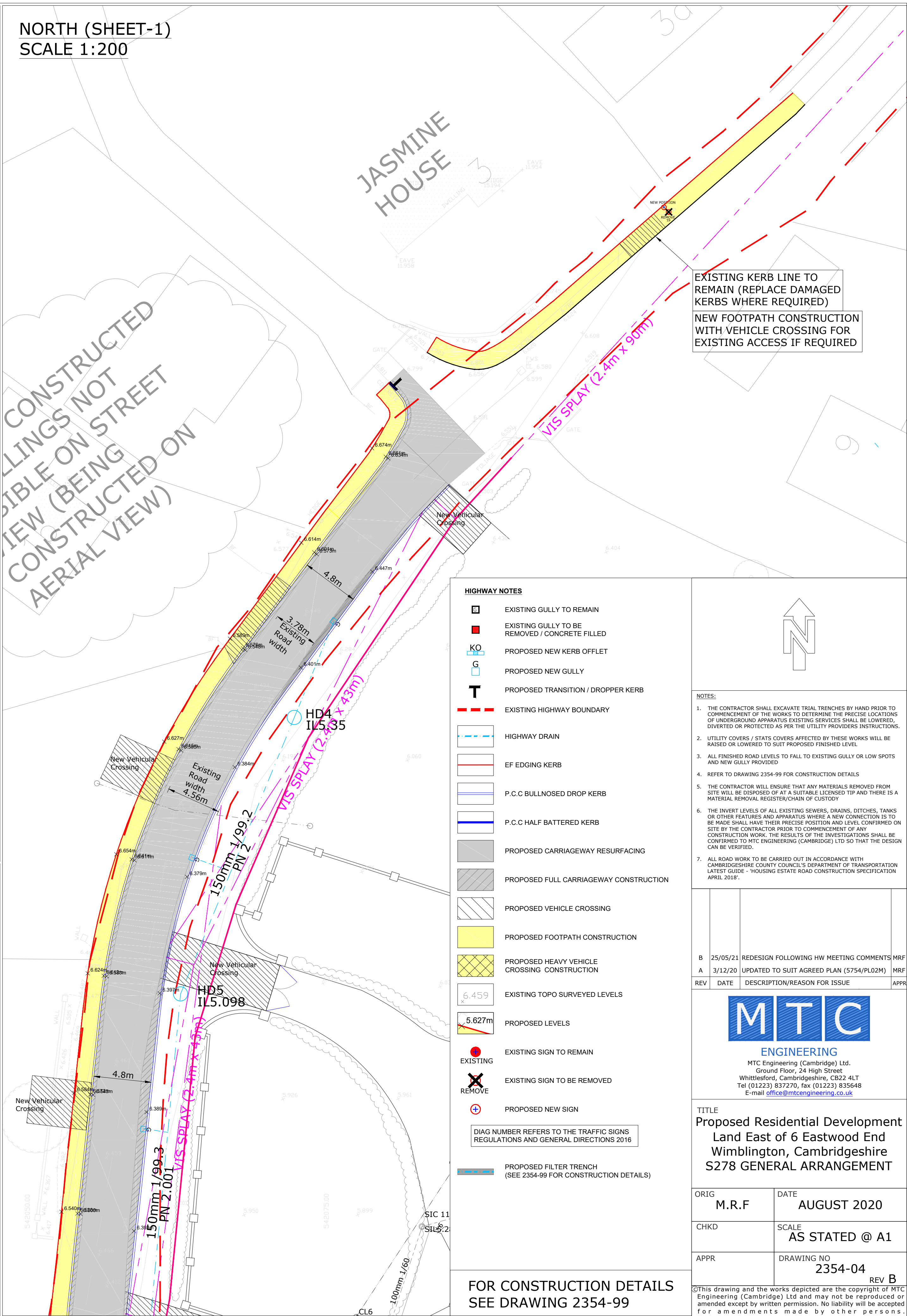
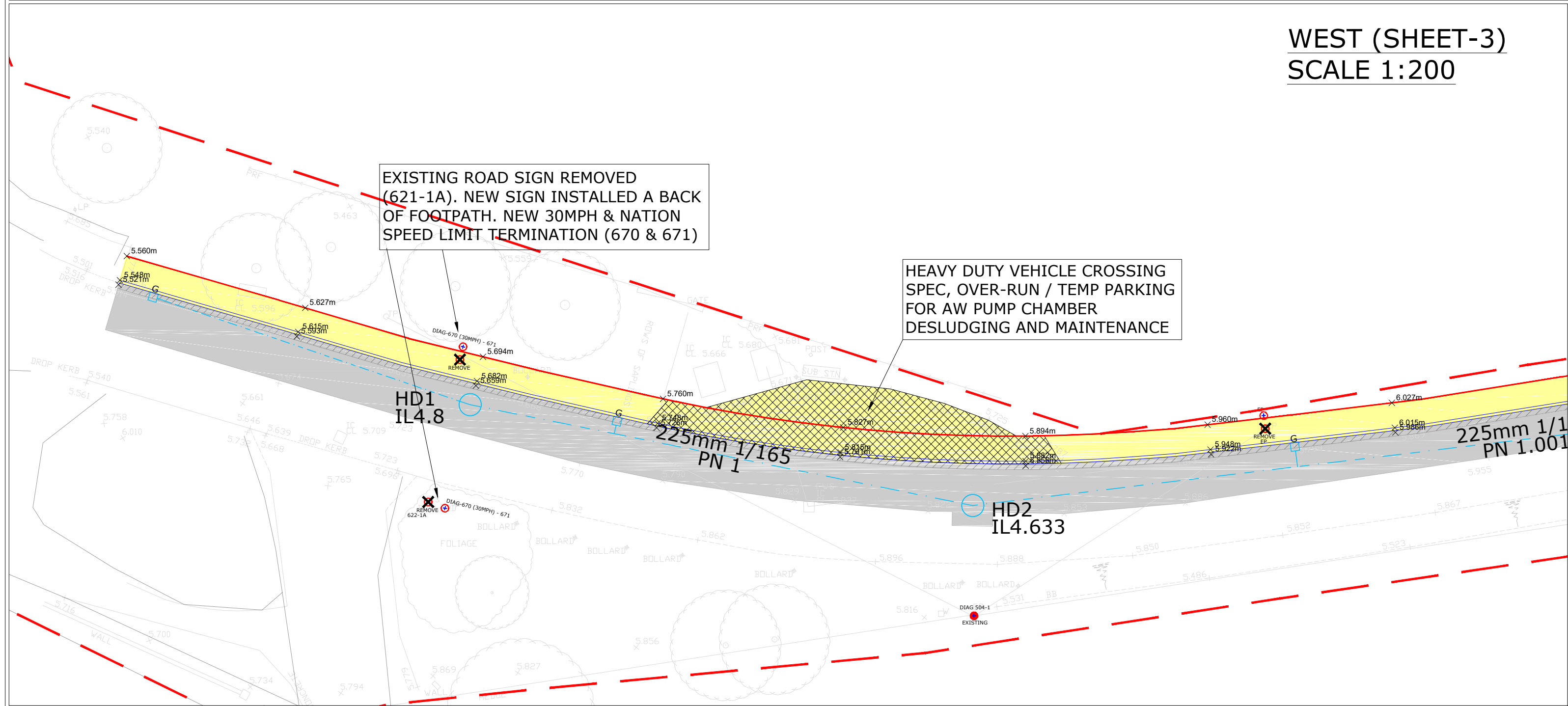
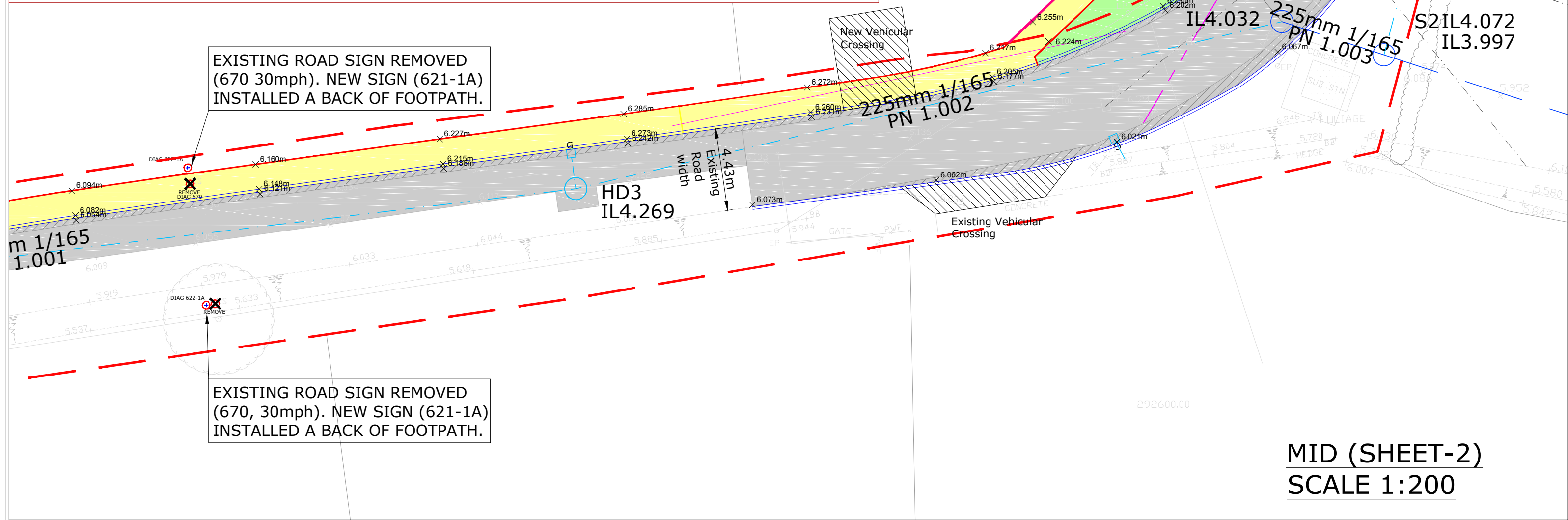
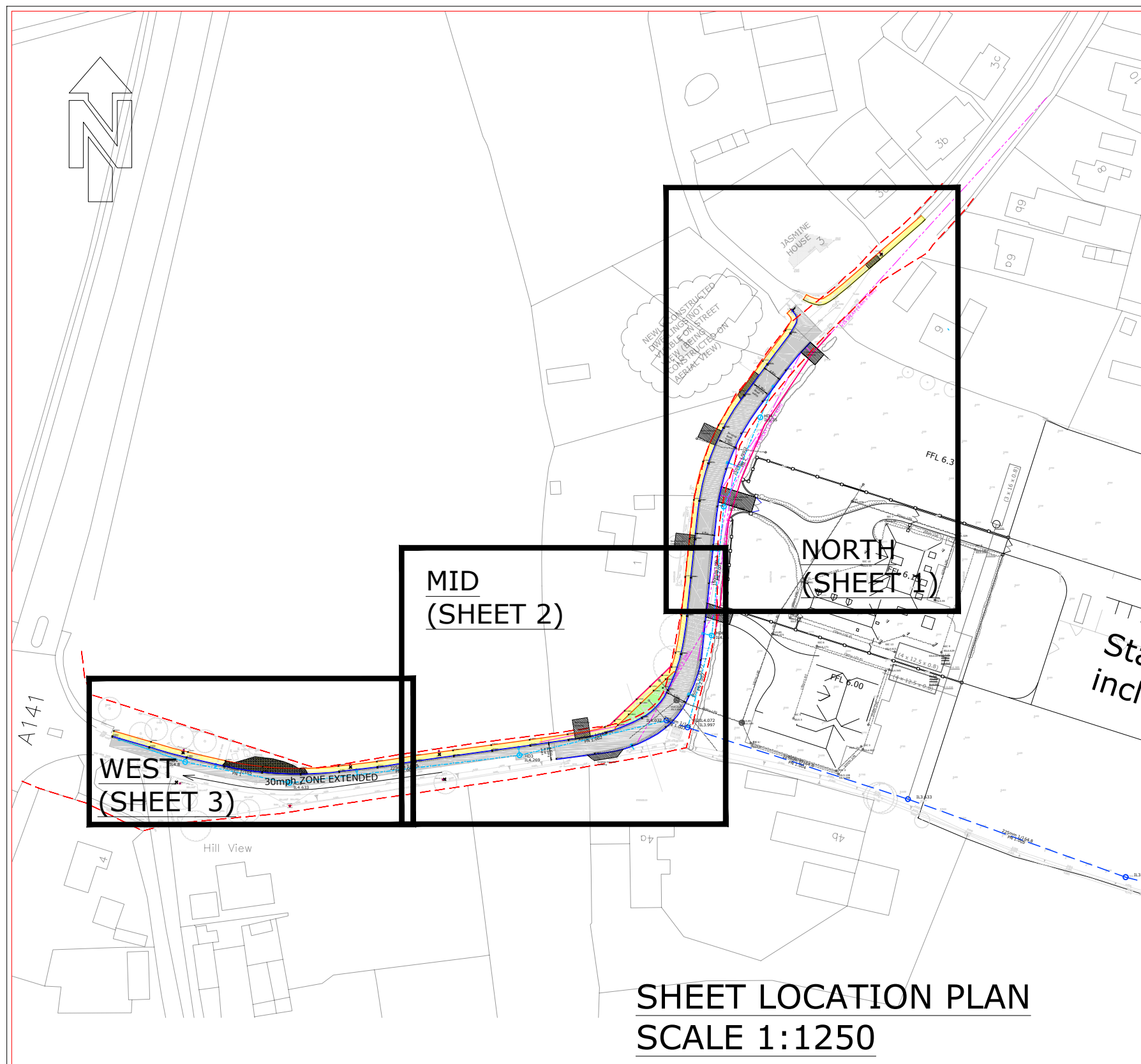
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Fenland District Council





HIGHWAY NOTES

- EXISTING GULLY TO REMAIN
- EXISTING GULLY TO BE REMOVED / CONCRETE FILLED
- PROPOSED NEW KERB OFFSET
- PROPOSED NEW GULLY
- PROPOSED TRANSITION / DROPPER KERB
- EXISTING HIGHWAY BOUNDARY
- HIGHWAY DRAIN
- EF EDGING KERB
- P.C.C BULLNOSED DROP KERB
- P.C.C HALF BATTERED KERB
- PROPOSED CARRIAGEWAY RESURFACING
- PROPOSED FULL CARRIAGEWAY CONSTRUCTION
- PROPOSED VEHICLE CROSSING
- PROPOSED FOOTPATH CONSTRUCTION
- PROPOSED HEAVY VEHICLE CROSSING CONSTRUCTION
- EXISTING TOPO SURVEYED LEVELS
- PROPOSED LEVELS
- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED NEW SIGN
- DIAG NUMBER REFERS TO THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016
- PROPOSED FILTER TRENCH (SEE 2354-99 FOR CONSTRUCTION DETAILS)

FOR CONSTRUCTION DETAILS SEE DRAWING 2354-99

NOTES:

- THE CONTRACTOR SHALL EXCAVATE TRIAL TRENCHES BY HAND PRIOR TO COMMENCEMENT OF THE WORKS TO DETERMINE THE PRECISE LOCATIONS OF UNDERGROUND APPARATUS EXISTING SERVICES SHALL BE LOWERED, DIVERTED OR PROTECTED AS PER THE UTILITY PROVIDERS INSTRUCTIONS.
- UTILITY COVERS / STATS COVERS AFFECTED BY THESE WORKS WILL BE RAISED OR LOWERED TO SUIT PROPOSED FINISHED LEVEL
- ALL FINISHED ROAD LEVELS TO FAIL TO EXISTING GULLY OR LOW SPOTS AND NEW GULLY PROVIDED
- REFER TO DRAWING 2354-99 FOR CONSTRUCTION DETAILS
- THE CONTRACTOR WILL ENSURE THAT ANY MATERIALS REMOVED FROM SITE WILL BE DISPOSED OF AT A SUITABLE LICENSED TIP AND THERE IS A MATERIAL REMOVAL REGISTER/CHAIN OF CUSTODY
- THE INVERT LEVELS OF ALL EXISTING SEWERS, DRAINS, DITCHES, TANKS OR OTHER FEATURES AND APPARATUS WHERE A NEW CONNECTION IS TO BE MADE SHALL HAVE THEIR PRECISE POSITION AND LEVEL CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION WORK. THE RESULTS OF THE INVESTIGATIONS SHALL BE CONFIRMED TO MTC ENGINEERING (CAMBRIDGE) LTD SO THAT THE DESIGN CAN BE VERIFIED.
- ALL ROAD WORK TO BE CARRIED OUT IN ACCORDANCE WITH CAMBRIDGESHIRE COUNTY COUNCIL'S DEPARTMENT OF TRANSPORTATION LATEST GUIDE - 'HOUSING ESTATE ROAD CONSTRUCTION SPECIFICATION APRIL 2018'.

REV	DATE	DESCRIPTION/REASON FOR ISSUE	APPR
B	25/05/21	REDESIGN FOLLOWING HW MEETING COMMENTS	MRF
A	3/12/20	UPDATED TO SUIT AGREED PLAN (5754/PL02M)	MRF

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Whitwell, Cambridge, CB22 4LT
Tel (01223) 837270, fax (01223) 835648
E-mail office@mtcengineering.co.uk

TITLE
Proposed Residential Development
Land East of 6 Eastwood End
Wimlington, Cambridgeshire
S278 GENERAL ARRANGEMENT

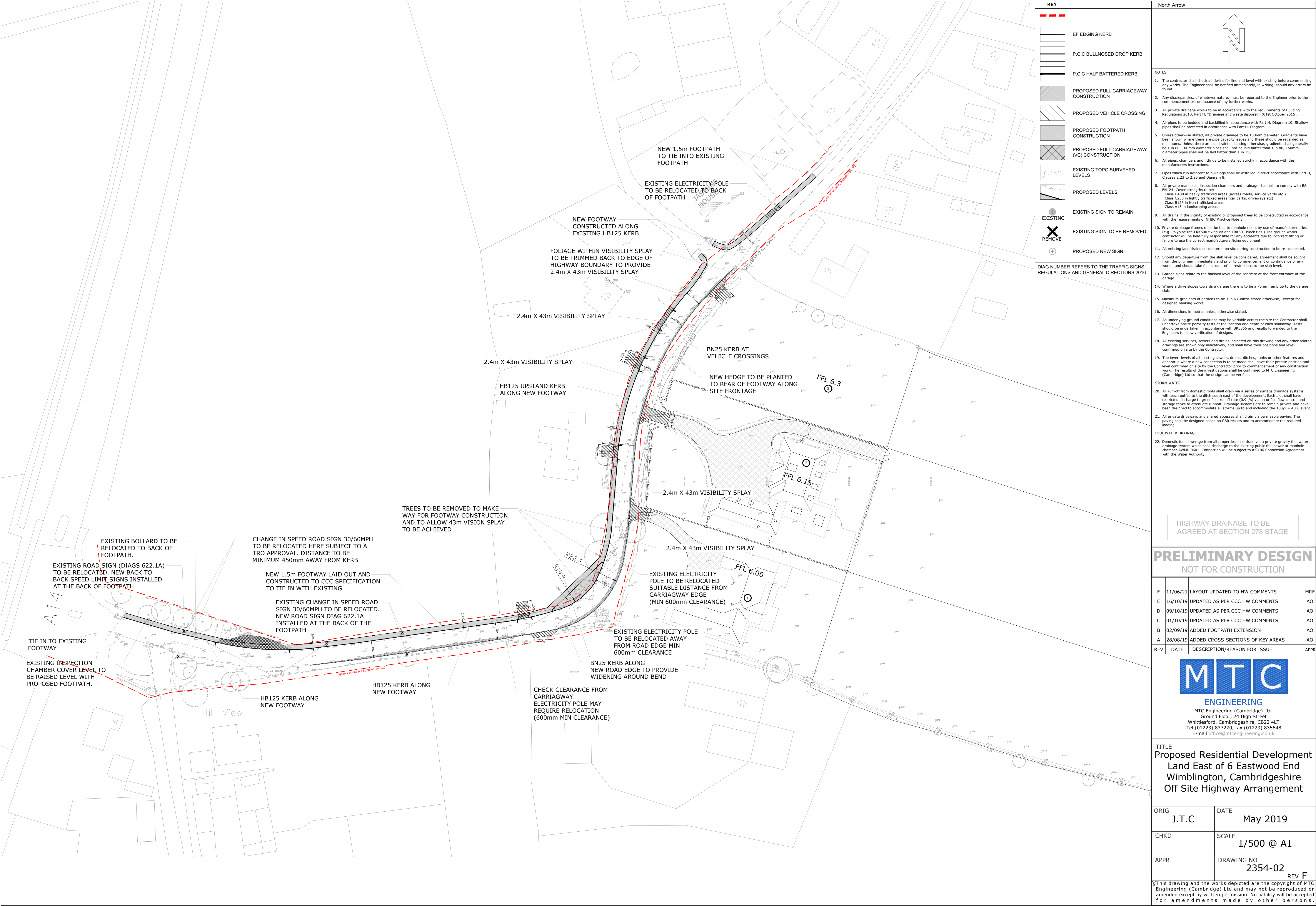
ORIG	DATE
M.R.F	AUGUST 2020

CHKD	SCALE
	AS STATED @ A1

APPR	DRAWING NO
	2354-04

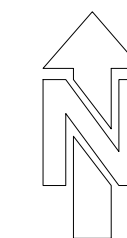
REV B

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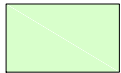




North Arrow



Key and Notes

- | | |
|---|--|
|  | EXISTING GULLY TO REMAIN (CLEAR DEBRIS) |
|  | EXISTING GULLY TO BE REMOVED
CONNECTION GROUTED AND SEALED. |
|  | PROPOSED NEW GULLY |
|  | PROPOSED NEW KERB OFFSET |
|  | PROPOSED HIGHWAY MARKER POST |
|  | HIGHWAY DRAINAGE LATERAL CONNECTIONS |
|  | MAXIMUM EXTENT OF PROPOSED SECTION 278 WORKS AREA |
|  | AREA TO BE DEDICATED TO HIGHWAYS |
|  | BACK OF FOOTPATH |
|  | PROPOSED KERBING |
|  | NEW HIGHWAY BOUNDARY |
|  | PROPOSED TRANSITION / DROPPER KERB |
|  | EXISTING HIGHWAY BOUNDARY |
|  | EXISTING HEADWALL STRUCTURE TO BE REMOVED |
|  | PROPOSED HEADWALL STRUCTURE |
|  | PROPOSED DITCH CULVERT |
|  | PROPOSED HIGHWAY CATCHPIIT CHAMBER |
|  | PROPOSED FILTER TRENCH
(SEE 2054-69 FOR CONSTRUCTION DETAILS) |

NOTES:

1. THE CONTRACTOR SHALL EXCAVATE TAIL TRENCHES BY HAND PRIOR TO COMMENCEMENT OF THE WORKS TO DETERMINE THE PRECISE LOCATIONS OF UNDERGROUND APPARATUS EXISTING SERVICES SHALL BE LOWERED, AND PROTECTED BY PROTECTIVE COVERING TO PREVENT INSTRUCTIONS.
2. UTILITY COVERS / STATUS COVERS AFFECTED BY THESE WORKS WILL BE RAISED OR LOWERED TO SUIT PROPOSED FINISHED LEVEL
3. ALL FINISHED ROAD LEVELS TO LEAD TO EXISTING GULLY OR LOW SPOTS AND NEW GULLY PROVIDED
4. REFER TO DRAWING 2354-99 FOR CONSTRUCTION DETAILS
5. THE CONTRACTOR WILL ENSURE THAT ANY MATERIALS REMOVED FROM SITE WILL BE DISPOSAL OF AT A SUITABLE LICENSED TIP AND THERE IS A MATERIAL REMOVAL REGISTER/CHARGE OF CUSTODY
6. THE INVERT LEVELS OF ALL EXISTING SEWERS, DRAINS, DITCHES, TANKS AND CONDUITS AND ALL NEW CONDUITS AND CONNECTIONS IS TO BE MADE SHAIR LESS THEIR PRECISE POSITION AND LEVEL CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION WORK. THE RESULTS OF THE INVESTIGATIONS SHALL BE CONFIRMED TO MTC ENGINEERING (CAMBRIDGE) LTD SO THAT THE DESIGN CAN BE REFINED.
7. ALL ROAD WORK TO BE CARRIED OUT IN ACCORDANCE WITH CAMBRIDGESHIRE COUNTY COUNCIL'S DEPARTMENT OF TRANSPORTATION LATEST GUIDE - 'HOUSING ESTATE ROAD CONSTRUCTION SPECIFICATION AND

FOR CONSTRUCTION DETAILS
SEE DRAWING 2354-99.

B	25/05/21	UPDATED FOLLOWING HW MEETING	MRP
A	3/12/20	UPDATED TO SUIT AGREED PLAN (5754/PL02M)	MRP
REV	DATE	DESCRIPTION/REASON FOR ISSUE	APPR



ENGINEERING

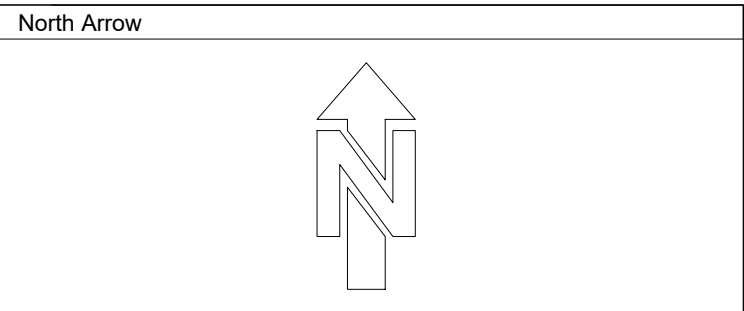
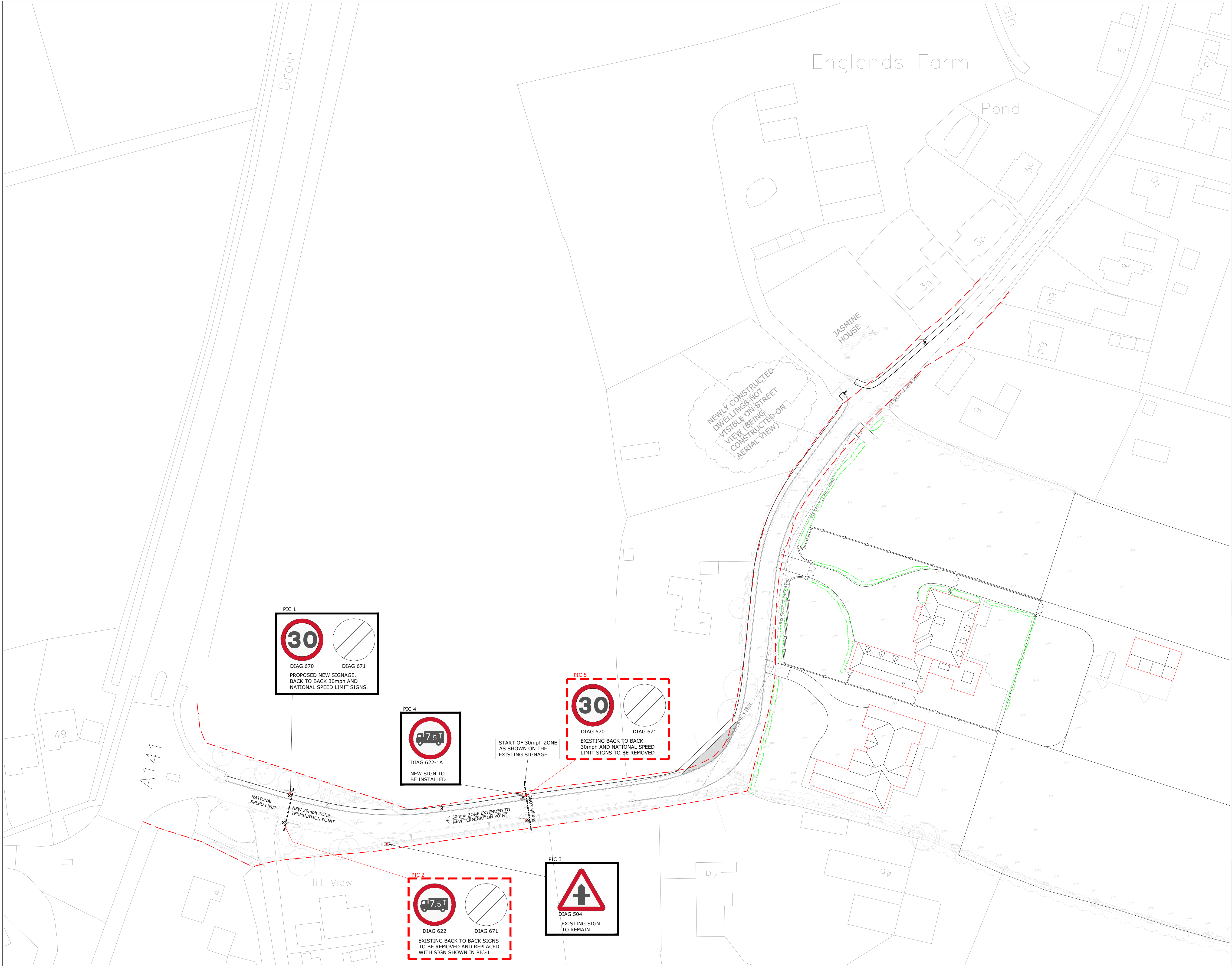
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TITLE
Proposed Residential Development
Land East of 6 Eastwood End
Wimblington, Cambridgeshire
S278 LAYOUT PLAN

ORIG M.R.F	DATE AUGUST 2020
CHKD	SCALE 1:500 @ A1
APPR	DRAWING NO 2354-05 REV B

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AW ADOPTABLE DRAIN
OUTFALL ROUTE TO
DRAINAGE DITCH



ALL ROAD WORK TO BE CARRIED OUT IN ACCORDANCE WITH CAMBRIDGESHIRE COUNTY COUNCIL'S DEPARTMENT OF TRANSPORTATION LATEST GUIDE - 'HOUSING ESTATE ROAD CONSTRUCTION SPECIFICATION APRIL 2018'.

A	25/05/21	UPDATED TO SUIT HW COMMENTS	MRF
REV	DATE	DESCRIPTION/REASON FOR ISSUE	APPR



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TITLE
Proposed Residential Development
Land East of 6 Eastwood End
Wimblington, Cambridgeshire
TRO SIGNAGE DETAILS

ORIG M.R.F	DATE DECEMBER 2020
CHKD	SCALE 1:500 @ A1
APPR	DRAWING NO 2354-06 REV A

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