

Reference: 06/16/0064/D

Parish: Bradwell

Officer: Mr D Minns

Expiry Date: E.A with Applicant

Applicant: Persimmon Homes (Anglia)

Proposal: Residential Development Comprising 210 dwellings and associated works (amended 127 dwellings Phase 2)

Site: Wheatcroft Farm (Land at) Bradwell.

1. REPORT

1.1 This is a reserved matters application following the grant of planning permission in August 2014 (Ref 06/13/0652/O) for a hybrid application consisting of Full planning permission for Phase 1 of residential development 150 houses. 2) Outline Planning Permission (48.2 hectares); 700 dwellings, commercial mixed use; consisting of B1, B2,B8, local centre to include A1-A5,B1,D1 & other community uses; primary school and open space The total application site area is 56.5 hectares (139 acres). Outline planning permission (48.2ha or 119 acres) with all matters reserved for up to 700 dwellings.

1.2 Phase 1 is currently being built out. The outline application established the principle of development on the site which means that the principle is not subject to further decision. All matters were reserved at the outline stage which means that access, design, appearance, layout and landscaping are for consideration here. Coupled with this application is a separate application for discharge of conditions relating to foul and surface water drainage of the site. This application as originally submitted was for Phases 2 and 6 as shown on the original masterplan for the overall development occupying areas south and north of the A1493/A12 link road. (see masterplan) Phase 2 is north and continues the development granted full planning permission Phase 1.

1.3 In submission of the details for surface water disposal Norfolk County Council - in their role as the Local Lead Flood Authority (LLFA) - have raised concern over the method of surface water disposal and do not consider that the applicants have adequately demonstrated that surface water disposal can be achieved at this stage. The applicants have submitted revised details to address the concerns raised but the LLFA remained unconvinced and continue to object to Phase 6 in particular. As a result of this the applicants have requested that the application is modified removing

this Phase 6 from the application and as consequence only Phase 2 forms part of the current application.

1.4 Application Ref:06/13/0650/O is subject to a legal agreement under Section 106 of the Town and Country Planning Act which includes a number of provisions including affordable housing (10%) across the site, education provision contribution, open space and financial contribution towards the relief road all which are subject to phased trigger points and again are not to be revisited as part of this application.

1.5 Phase 2 comprises a total of 127 dwellings comprising 1, 2,3 and 4 bed houses of which 16 are two and half storey and remainder two storey). Materials are traditional brick and render with tiled roof coverings. The application as whole has also been subject to amendment as required by Norfolk County Highways and subject to conditions referred to below they are now satisfied with the amended application and the conditions stated relate to Phases 2 and 6.

1.6 Of particular interest and is the requirement of the highway for the installation of a Pegasus Crossing across the A12/A143 link road, pedestrian/cycle improvements along the southern side of the A12/A143 link road along with alterations to the roundabouts to provide safe pedestrian refuge. Details of which will need to be approved prior and associated works have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

1.7 The plans also show open space of 1835sqm raised speed tables with access from the relief roundabout with no direct access for vehicles onto the link road.

2.0 Consultations :-

2.1 **Parish Council** - The Parish Council would respond to the above consultation as follows:-

- i) Until Persimmon Homes Ltd., Anglian Water and Gt Yarmouth Borough Council all give written confirmation that no effluent or foul water drainage from these homes will be routed via the Morton Crescent pumping station, this council will object to the planning application.
- ii) The council would like to see an artist's view of the 'terrace blocks' of three or more houses, in the same way as those for detached and semi-detached houses have been shown.
- iii) The council is aware that a 'Section 106' agreement has already been signed in respect of the Persimmon Development. However, it would like to submit that any further such monies from the Persimmon development, or any such monies from any neighbouring development not already allocated, could be provided e.g. to fund a facility such as a new community centre on some of the open space

within the Persimmon Development. Comments on amended plans : Parish Re-iterate earlier comment i) above

2.2 **Neighbours** – 1 objection to the application have been received copy attached

2.3 **Norfolk County Council as Highway Authority** – I write further to receipt of the amended drawings BP2-PLO2D and BP2-PLO3E. The drawings are now considered acceptable. In turn we consider the submitted details meet the requirements of condition 36 of the outline consent (for phases 2 & 6 only) subject to the imposition of the attached conditions and in formatives on any consent the Borough Council are minded to grant.

2.4 **Norfolk County Council Fire and Rescue Services** - Norfolk Fire Services re-iterant that 4 fire hydrants are required at the developers cost and the onus will be on the developer to install the hydrants during construction to the satisfaction of Norfolk Fire Service and at no cost to the fire service. This is a requirement of the outline consent and is covered by condition on application 06/13/0652/O.

2.5 **Environmental Health** – No response received.

2.6 **Police Architectural Liaison Officer** – Overall vehicular layout does not cause me much concern except the footpath linking end cul-de-sacs to the Clay Lane footpath. Whilst pedestrian permeability is wholly appropriate and healthy I do not support the link between Clay Lane via the two proposed pedestrian links for the following reasons and strongly recommend that they are removed for the following concerns:-

- these pedestrian links will increase the potential friction for future occupants and passers by
- Permeability provided for the residents leisure access and activity will in turn increase access to nearby dwellings providing them legitimate access to nearby dwellings and vehicles and provide unintentional escape routes. I am particularly concerned for boundary properties that run along the pedestrian corridor (full comments attached)

2.7 **Natural England** – No further comments received.

2.8 **Lead Local Flood Authority** – We are unable to remove our objection to the reserved matters application at Phase 6 of the proposed development. As previously stated, there are still areas for which we would expect further information to be provided during detailed design to discharge the condition (under a separate application). Specifically we recommend that the results of the site-specific infiltration testing in the location of proposed drainage features are provided with the documentation to support the application to discharge the condition and should show that three tests were undertaken at

each location in line with BRE365, with the lowest rate at each location used in calculations at Discharge of Conditions stage.

- 2.9 **Anglian Water** – The foul drainage from this development is in the catchment of Caister Pump Lane Water Recycling Centre and Anglian Water have indicated that there is available capacity for these flows via a pumping station and connecting to Oriel Avenue
- 2.10 **Essex and Suffolk Water** – We would advise you that our existing apparatus does not appear to be affected by the proposed development. We have no objection to the proposed development subject to compliance with our requirements. Consent is given to this development on the condition that a new water main is laid in the highway of the site for revenue purposes.
- 2.11 **Highways England** – **no objection subject to conditions as per the outline planning permission being reiterated.**

3.0 Planning Policy

- 3.1 CS18 of the Core Strategy Adopted December 2015 underpins a sustainable urban extension of Bradwell and in addition to National planning Policies was taken into consideration at the outline stage

Policy CS18 – Extending the Beacon Park development at land south of Bradwell:

The existing Beacon Park development is a high quality mixed-use area of both residential and commercial uses. It also benefits from Enterprise Zone status. To ensure that the proposed sustainable urban extension to Beacon Park at land south of Bradwell is developed to the highest possible standard, proposal must:

- (a) Seek to create a series of locally distinctive, high quality, walkable neighbourhoods that are well connected to the existing urban areas of Bradwell and Gorleston and the wider rural countryside through enhanced bus connections, footpaths, bridleways and cycle ways*
- (b) Provide for approximately 1,000 new homes, offering an appropriate mix of house types and sizes informed by the Council's Strategic Housing Market Assessment in accordance with Policy CS3*
- (c) Seek to maximise the provision of on-site affordable housing by undertaking a site specific viability assessment for each phase*
- (d) Develop a phasing strategy that facilitates the delivery of the total amount of proposed housing within the plan period*
- (e) Provide for approximately 10-15 hectares of new employment land to the south of the new A12/A143 link road and west of the existing Beacon Business Park. This employment area should seek to provide a range of office accommodation and light industrial units of varying sizes (Use Classes B1 and B8), including small starter units or managed units if appropriate*
- (f) Reduce the potential impact of the development area on the existing wider transportation network including the A12 trunk road by making appropriate enhancements to*

the surrounding road network and a new developer funded link road from the A12 through Beacon Park to the A143 Beccles Road

(g) Provide appropriate new community, retail and health facilities to meet the day-to-day needs of new and existing residents and improving where possible, existing facilities in Bradwell and Gorleston in accordance with Policies CS14 and CS15

(h) Ensure that appropriate educational facilities are provided including the provision of a new on-site primary school with nursery and off-site contributions towards secondary school provision in accordance with Policy CS14 and CS15

(i) Seek to ensure that residents and businesses have access to high quality telecommunications and high speed broadband facilities when these become available

(j) Protect and enhance archaeology, biodiversity and geodiversity across the site and ensure that where appropriate, mitigation measures are undertaken in accordance with Policy CS11

(k) Incorporate a strategic landscaping and tree/hedge planting scheme to soften the impact of the development on nearby dwellings, the adjacent open countryside and the Broads. This may include making appropriate enhancements to the surrounding landscape

(l) Provide a variety of multi-functional green infrastructure for activities such as public sport, general recreation, children's play and food production throughout the site interlinking with existing green infrastructure in the wider area where possible

(m) Seek to minimise the risk of flooding by taking into account the findings of the Surface Water Management Plan and the use of Sustainable Drainage Systems (SuDS) in accordance with Policy CS12 and CS13

Due to the strategic nature of this site, planning permission for parts of the site will not be granted unless it is accompanied by a masterplan for the whole area, supported by a comprehensive planning obligations regime. Pre-application engagement with the Local Planning Authority and the local community should be sought in developing a masterplan. It is recommended that any proposed masterplan document be submitted to the SHAPE east design review panel for consideration before a formal application is submitted.

4.0 Assessment

4.1 Outline planning permission which established the principle of development on this site was granted in 2014. The A143/A12 link road has been completed for the most part and the site is one of the Council two identified strategic site for development in the Core Strategy adopted December 2015. The outline planning permission is subject to a number of conditions covering a range of matters and the a Section 106 agreement covers the whole site shown on the masterplan ie 56.5 hectares (139 acres).

4.2 The house types in Phase 2 comprise a good mix of dwelling types. When considered in the context of the site as a whole the house types are consistent with the Core Strategy policy to seek a range of house types to address all needs on new developments. Affordable housing in this section amounts 22 units.

4.3 Local Highway issues have been addressed in negotiation with Norfolk County Council subject to conditions. Highway England have reiterated their conditions imposed on the outline planning permission and work is currently underway in association with the Highways England to carry out alteration and improvement to the A12/Beaufort Way roundabout.

4.4 The letter of concern from a local resident largely relate to Phase 3 yet to be submitted. For clarification the original outline application addressed a number of issue raised by Natural England and subject to conditions and the requirements in the Section 106 agreement raised no objection to the application.

4.5 The consultation response to the application as originally submitted (ie Phases 2 and 6) highlight the need to balance the requirement to create safe and secure living environment with sustainable pedestrian/cycle friendly developments.

4.6 Bradwell Parish Council consultation response again highlights the concern regarding foul sewerage and concerns regarding the ability of the Morton Crescent pumping station to accept more foul flows. The drainage strategy here including pumping stations directs foul flows to the Oriel Avenue connection avoiding Morton Crescent. Providing this carried out - it recommended that a condition is imposed on the decision notice regarding the foul sewage being directed to Oriel Avenue - then concerns regarding the capacity of Morton Crescent - in as far as this development goes - should be alleviated.

4.7 In terms of surface water disposal Norfolk County Council as the lead flood authority are satisfied that Phase 2 disposal of surface water via on site sustainable drainage system has been addressed and coupled with the conditions required by the Highway Authority regarding highway drainage ensures that surface water drainage has appropriately been considered.

4.8 As stated at the outset this application relates to matters of detail and not the principle of development which has already been accepted following the grant of outline planning permission which established the principle of development for 700 residential dwellings. The outline along with the application for full planning permission for 150 dwellings and related legal agreement dealt with the impact upon local infrastructure such as schools and highways and is not to be revisited here.

5.0 RECOMMENDATION :-

5.1 This reserved matter application is recommended for approval subject to the conditions referred to in the report for Phase 2 only in accordance with the amended application from the applicants. The application is considered to comply with the terms of the outline application - subject to the conditions on the outline planning permission and the signed legal agreement - and in compliance with the policy CS18 of the Core Strategy adopted December 2015.

Highway Conditions Phase 2 and 6 (Norfolk County Council)

SHC 01 (Variation)

No works shall commence on the site until such time as detailed plans of the roads, footways, cycleways, foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. All construction works shall be carried out in accordance with the approved plans.

Reason:

To ensure satisfactory development of the site and a satisfactory standard of highway design and construction.

SHC 02 (Variation)

No works shall be carried out on roads, footways, cycleways, foul and surface water sewers otherwise than in accordance with the specifications of the Local Planning Authority in consultation with the Highway Authority.

Reason:

To ensure satisfactory development of the site and to ensure estate roads are constructed to a standard suitable for adoption as public highway.

SHC 03A (Variation)

Before any dwelling is first occupied the road(s), footway(s) and cycleway(s) shall be constructed to binder course surfacing level from the dwelling to the adjoining County road in accordance with the details to be approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason:

To ensure satisfactory development of the site.

SHC 39A (Variation)

Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works as indicated on drawing numbers BP2-PLO2D and BP2-PLO3E, to include the installation of a Pegasus Crossing across the A12/A143 link road, pedestrian/cycle improvements along the southern side of the A12/A143 link road and associated works have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason:

To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

SHC 39B (Variation)

Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for surface improvements to the public right of way Clay Lane (Bradwell BR10) have

been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason:

To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

SHC 39C (Variation)

Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A & B of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason:

To ensure that the highway network is adequate to cater for the development proposed.

Inf. 1

It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained (*insert for SHWP only and typically this can take between 3 and 4 months*). Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich. Please contact (*insert appropriate contact details*).

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

If required, street furniture will need to be repositioned at the Applicants own expense.

Inf. 7

Street lighting is a concurrent power of the County, District and Parish Councils. However, it is the County Council after consultation with the Local Lighting Authority (District or Parish Council) who decides whether street lighting is required on proposed public highways. Norfolk County Council will challenge any automatic assumption that street lighting needs to be provided on part or all of the new development.

10 Bluebell Way

Bradwell

NR31 8UT

Tel: 01493 656385

26/2/16



Dear Mr Minns

Thank you for your letter of 17/2/16, informing my husband and myself of the proposed planning application No 06/16/0064/D of Phase 2, South Bradwell, Wheatcroft Farm.

We have attempted to seek out the above planning application online, as suggested in your letter, but cannot seem to find them. Instead, I have visited Great Yarmouth Town Hall and have viewed the plans there. The staff member whom I spoke to also seemed to suggest that the plans had been removed. It would be helpful to have online access.

It would appear that 10 Bluebell Way is in the Phase 3 proposals but we still have queries regarding both Phase 2 & 3 as follows:-

I was informed by the lady who served me on my recent visit to the Town Hall that a full ecological survey has taken place in lieu of these developments. Last summer, I observed Skylarks in the field of Phase 2 and would like to know what developments are being taken to preserve them and their breeding sites. Also, from our back garden, looking into directly into the field, and adjacent to Jews Lane, are two small ponds where we have seen dragonflies such as the Norfolk Hawker. Plus we have seen Sparrowhawks using these ponds for drinking and bathing. All of which are protected species. Have these been taken into consideration when the ecological survey took place?

On the original plans, which we saw on line in 2014, there appeared to be proposals to plant a screen of trees and supply a wildlife corridor between the perimeter of the present homes of The Cornfield Estate and the new builds. From what I could comprehend from the present planning proposals, the layout of this corridor appears to have changed. It now appears that the new builds will be directly adjacent to most of the present homes and that there will be a triangular corridor stretching into the field instead of alongside. Did I perceive this correctly?

We would also appreciate some information as to time scales as to when we may expect Phase 3 to begin. Also, as this area adjacent to Jews Lane has been identified as a flood plain, what measures will be in place to assist with this situation? We would also be interested to know what type of properties are due to be built directly facing our perimeter.

We have also heard that there may be some form of compensation due to the disruption, noise and dirt caused by the building works. We are wondering if this information is correct.

We would appreciate if you could take the time to answer and address our above queries and concerns.

Yours sincerely

A dark, rectangular redacted area covering the signature of Caroline Beard.

Caroline Beard (Mrs)

Secured by Design



NORFOLK
CONSTABULARY

Our Priority is You

FAO
Mr D MINNS

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Planning Department
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Norfolk Constabulary

Operational Partnership Team
Police station
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www.norfolk.police.uk
Non-Emergency Tel: 101

Ref: 06/16/0064/D

Date: 18/03/16

Planning Application

Planning permission for residential development comprising 210 houses and associated works at Wheatcroft Farm, (Land at), Bradwell, GREAT YARMOUTH

Dear Mr Minns,

With regard to the above Planning Application, I have inspected the proposals on line and have visited the site. Crime records for the surrounding area in the previous 12 months show a noteworthy number of crimes including; criminal damage; theft of and from motor vehicles, theft and burglaries. The original Design and Access Statement (06/13/0652/O) does indicate overall crime prevention measures have been considered. Although this is a second phase build, I feel it important to include the following comments for Bluebell Meadow, north & south of the A12/A143 link road:

The overall vehicular layout does not cause me much concern except the footpaths linking end cul-de-sacs to the Clay Lane footpath. Whilst pedestrian permeability is wholly appropriate and healthy I do not support the connectivity between Clay Lane via the two proposed pedestrian links from the cul-de-sacs and strongly recommend they removed due to the following concerns:

- These pedestrian links will increase the potential for friction between occupants and increased numbers of passers-by

We will answer letters within 10 working days, where information is available.
Where this is not possible, an explanation will be given for any delay.



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INVESTOR IN PEOPLE

- Permeability provided for residents leisure access and activity will in turn increase permeability for the criminal or other unwanted visitors, providing them legitimate access to nearby dwellings and vehicles and provides unintentional escape routes. I am particular concerned for the security of boundary properties which run along this pedestrian corridor

Footpaths should be wide, well lit, devoid of hiding places and actively, not passively, overlooked by surrounding properties, permitting the user good visibility along the route. I would encourage pedestrian access to/from Clay Lane via the traversing cul-de-sac, with vehicle mitigation barriers preventing vehicular access along the lane from the development. In terms of retaining existing hedgerows I encourage the applicant to consider the potential for hiding places and that hedging must not be considered adequate security protection on its own.

I note the provision of a visitor parking area adjacent to the Public Open Space (POS) on the north side of Bluebell Meadow development. To deter unwanted visitors and unacceptable behaviour I recommend this is removed and in doing so legitimate access for criminality or persons engaging in anti-social behaviour can be denied.

Vulnerable side and rear boundaries, including between property walls, require robust defensive barriers and should be fitted with 1.8m closed boarded fencing or walling to give occupants adequate security protection. It will also remove the potential for desire lines to form as people will attempt short cuts through the development to/from Clay Lane.

Sub-divisional boundary treatment between properties should prevent unauthorised access to the rear gardens and as such should have similar physical attributes to the boundary treatment; fencing between gardens should be a minimum 1.2m high with additional 0.3m trellis topping to enable a good degree of beneficial natural surveillance to take place between properties. Gating of the same design and attributes as the fencing must be provided at the entrance to the rear access passageways, fitted as close to the front building line as possible and be fitted with locks and fixings which reflect the standards found within Secured by Design, New Homes 2014. Such access control by occupants is essential to provide safety and reduce the fear of crime particularly where passageways feed multiple gardens. Wherever possible street lighting should be designed to ensure such gates are well illuminated.

The current application does not indicate whether the two POS areas will be provided with street furniture or children's play area facilities. If such facilities are provided I recommend they:

- Are designed to allow supervision from nearby properties
- Prevent unauthorised vehicle access
- Permit toddler areas to be secured at night to reduce vandalism opportunity
- Do not adversely affect nearby properties

I recommend that entrance doors, double doors and any interconnecting door which leads directly into the dwelling from an integral garage plus all accessible windows across the development should reflect PAS 24:2012 attack resistant standards, whose specifications have a proven track record in defeating known criminal methods of committing crime. Additionally, single, double, triple or integrated garages within the dwelling should be fitted with vehicle access doorsets to LPS 1175 Issue 7:2010 SR1 standards.

Properties facing roadways or footpaths should feature active room surveillance and not passive surveillance as suggested in the Design & Access Statement. This means dynamic surveillance by occupants can cover entrances and parking bays and provide effective visual access into POS areas where anti-social or criminal behaviour can be easily observed and deterred.

This development of 210 properties provides a high variety of building types, with and without integral garaging. All properties have active rooms but a high percentage do not have active window cover for en-curtilage parking bays or separate garages. This means vehicles are not actively overlooked by occupants and should occupiers hear anything suspicious, they will have to leave the safety of their property to investigate, putting them potentially at risk. I strongly recommend the applicant reviews the layouts and where possible add windows into those rooms which are adjacent to side parking bays and/or separate garages, thereby enabling occupants to report suspicious activity early and remain safe. Distant siting of garages away from the owning dwelling is more difficult to provide surveillance deterrent and wherever possible garages should be brought close to the dwelling to reduce vulnerability.

I would recommend the fitting of vandal resistant 'dusk to dawn' sensor security lighting to cover external entrance doors, vulnerable rear doors and in-curtilage parking/garaging. This means should the occupiers hear anything suspicious they won't need to leave the property to investigate. In effect parking will be safer and criminal activity deterred or identified early. When considering security lighting, due regard should be given to preventing a nuisance to other residents and minimising light pollution. There will be some benefit from borrowed street lighting but detail is at this time unknown

Defensible space enables residents a degree of access protection particularly where spaces between the public and private domains are physically close and where the criminal can use that immediacy to access windows or vulnerable parts of the building. Frontages open to view is a surveillance benefit yet in this development needs to be supported with defensive planting or other features to restrict access to private garden space or accessible windows. Properties which directly border the POS areas require effective barriers to protect frontages from damage or inadvertent trespass from user of the POS.

Where landscaping is provided, including the two POS areas, general vegetation should not exceed 1m in height and trees should wherever possible be columnar in habit,



providing beneficial visual surveillance below 2m. This open approach permits essential natural surveillance benefits for residents and users; removes hiding places and reduces opportunity for criminality and anti-social behaviour to occur. Though street lighting detail is not available at this time, I would encourage the provision of street lighting to adequately cover the two POS areas.

I would recommend the development and further phases fully reflect the principles of Crime Prevention through Environmental Design (CPTED) and security measures recommended in Secured by Design, New Homes 2014 guidance. Additionally I recommend the applicant actively engages in the new Secured by Design, National Building Approval scheme to future proof forthcoming developments. Guidance can be downloaded from www.securedbydesign.com. If the applicant wishes to discuss how Secured by Design could be delivered or requires any further assistance, please do not hesitate to contact me.

Yours sincerely

Mr Dick Wolsey
Architectural Liaison Officer
GT Yarmouth Police station
www.securedbydesign.co.uk



Phasing Parameter Plan
S522800088-106

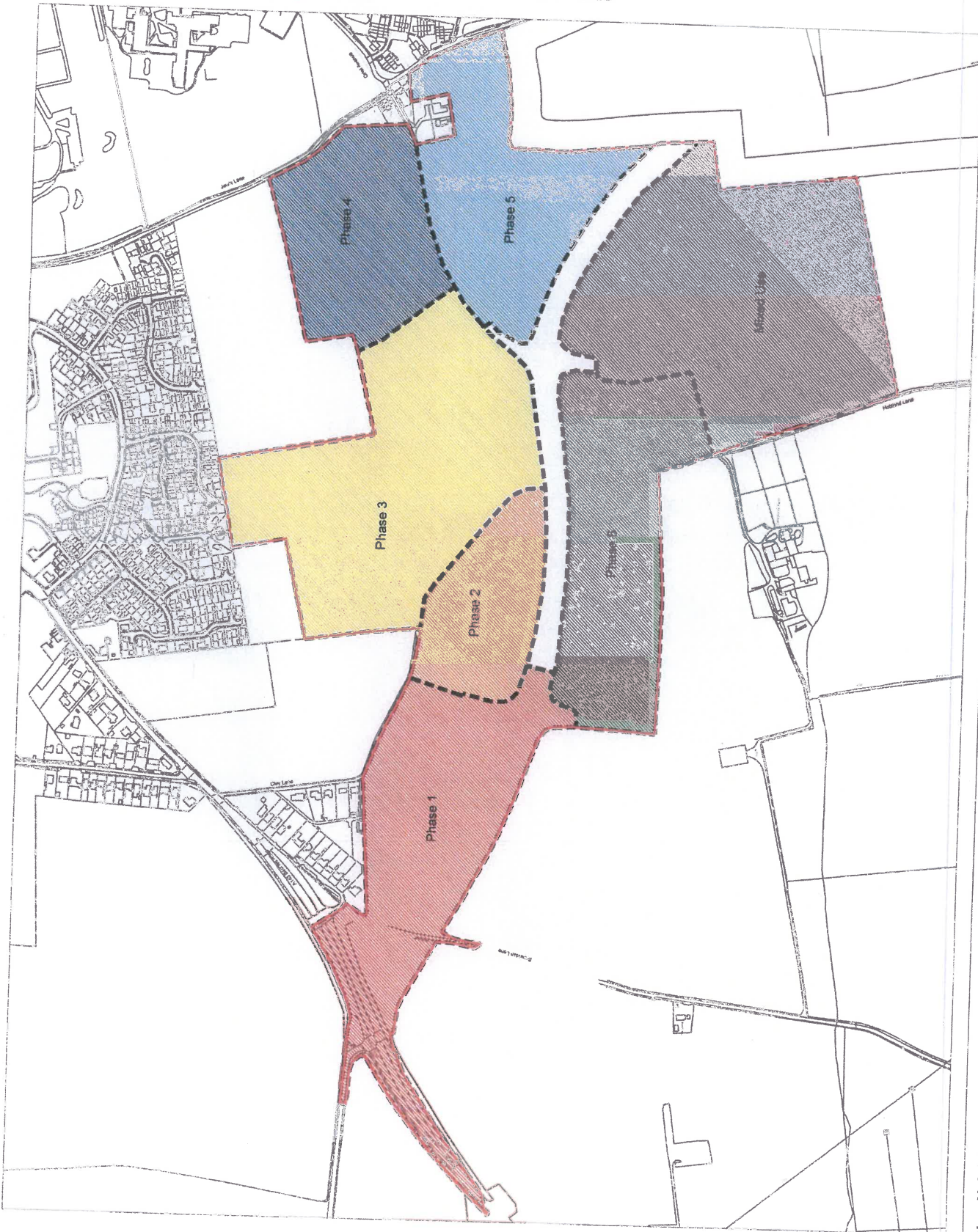
Planning Application Boundary



Phases of Development

Tolerances on all areas of
20m either side with
exception of Clay Lane

App. No. 06/16/0064/D
REVISED PLAN
Received 14-11-16



New Neighbourhood at South Bradwell
Phasing Parameter Plan

Client Persimmon Homes Ltd Drawing no. S522800088-106
Date 15th November 2013 Revision J
Drawn by CWF
Checked by PA

Scale 1:5000 @ A3
OS Licence number 100020449

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