

**Reference:** 06/16/0431/F

**Ward:** Cobholm

**Officer:** Mrs G Manthorpe

**Expiry Date:** 23-09-16

**Applicant:** DP Services and Supplies Ltd

**Proposal:** Redevelopment of site and construction of 11 dwellings.

**Site:** Former Trailer Storage Yard, Mill Road Cobholm, Great Yarmouth.

## REPORT

### 1. Background / History :-

1.1 The application site is located to the northern end of Mill Road Cobholm and is adjacent to the western and north western boundary a play area with basketball courts and children's play equipment. To the north eastern boundary is a caravan park with a number of static caravans on site.

1.2 The site is 1797 square metres and has previously been used, according to information submitted in support of the application, as a lorry trailer park. There have been two planning applications at the site which are detailed below:

- 06/85/1175/F – Proposed coach wash – approved 18/12/85
- 06/01/0428/F – 3.05m high anti vandal boundary fencing – approved 26/07/01

### 2. Consultations :-

2.1 Neighbour Consultations – No comments received.

2.2 Norfolk County Council Highways – The revised layout provides an adopted standard road within the site, appropriate on-site turning and improvements to the existing footway on Mill Road. In the event the application is approved it is recommended the developer be required to produce a Construction Traffic Management Plan to ensure matters such as the how and when delivery vehicles will access the site and temporary wheel washing facilities during the construction period can be agreed prior to works commencing on site.

Given the proximity of the site to the adjacent primary school it is recommended that deliveries be limited to times out-side of school drop off and pick up times. Conditions are recommended should planning permission be granted for the development as proposed.

2.3 Norfolk County Council Infrastructure requirements – The site is under the size for Norfolk County Council Infrastructure requirements.

2.4 Norfolk Constabulary – A full and comprehensive report was given by Norfolk constabulary with full comments and recommendations on the file. Recommendations include that the rear boundary treatment to units 5-11 be no less than 2.1m high where it abuts the public open space. The rear footpaths are not supported and the gates should be the same height as the fencing.

2.5 Lead Local Flood Authority – No comment.

2.6 Environment Agency – No objection to the application, the FRA submitted as part of the application provides the Local Planning Authority with the information necessary to make an informed decision. Technical information has been provided by the EA to assist in the applications determination in relation to flood risk and it is stated, amongst other points, that the first floor levels have been proposed at 3.60AOD which is above the design and extreme event.

A flood evacuation plan is referenced within the FRA but is not yet prepared; this could be conditioned should permission be granted for the development.

2.7 Norfolk Fire and Rescue Service – No objection provided compliance with Building Regulations.

2.8 Building Control – No objection.

2.9 Environmental Health – No objections and conditions requested. The conditions requested relate to contamination, hours of work and an advisory to ensure that adequate water is available to suppress dust.

2.10 Strategic Planning – The strategic planning comments read as follows:

REC11 – Protection of community and street scene

Policy REC11 of the Borough-Wide Local Plan states that the council will refuse proposals which would erode the provision of amenity, open space or any other land which contributes positively to the community or street scene, as identified on the proposals map. The site and surrounding land is designated as Open Amenity Space, and is therefore covered by Policy REC11, although it should be noted the site itself has been used as a trailer storage yard and the land surrounding it has been used as a caravan park since at least 1999, so the policy has limited weight.

CS2 – Achieving sustainable growth

Policy CS2 of the Adopted Core Strategy states that growth within the borough must be delivered in a sustainable manner, ensuring that residential development will be distributed according to settlement hierarchy. The site is situated within Great Yarmouth which is classed as a Main Town (alongside Gorleston-on-Sea.) Approximately 35% of new housing development between 2013 and 2030 is expected to take place within in the Main Towns. Although the site is not within the Main urban development of Great Yarmouth, it does lie adjacent to the development limits.

HOU7 – New residential development

Policy HOU7 of the Borough-Wide Local Plan states that new residential development may be permitted within the urban area of Great Yarmouth. The Site is located outside of the development limits, which would make it unacceptable in terms of this policy. However limited weight should be given to this policy due to the Interim Housing Land Supply Policy.

*Implications of the Interim Housing Land Supply Policy?*

The Interim Housing Land Supply Policy seeks to facilitate residential development outside, but adjacent, to development limits by setting out criterion to assess the suitability of exception sites. The criterion is based upon policies within the NPPF and the emerging Core Strategy and has been subject to public consultation. It should be noted that the Interim Housing Land Supply Policy will only be used as a material consideration when the Council's Five Year Housing Land Supply utilises sites identified in the Strategic Housing Land Availability Assessment (SHLAA). The Council has a 5.6 year housing supply, as of April 2015, which includes sites within the SHLAA and as such the Interim Housing Land Supply can be used as a material consideration in the determination of planning applications.

**Policy CS13 – Protecting areas at risk of flooding or coastal change**

Policy CS13 of the Adopted Core Strategy is concerned with ensuring a sustainable and practicable approach to flood risk and ensuring that development does not increase the risk of flooding elsewhere. The site is located within Flood Zone 3 and therefore the requirements of the Sequential test, and if required the Exception test, would need to be met. A satisfactory flood response plan will also be required.

**CS11 – Enhancing the natural environment**

Policy CS11 of the Adopted Core Strategy details the requirement for the council to work with other partner authorities and agencies to improve the borough's natural environment and avoid any harmful impacts of development on its biodiversity, geodiversity, landscape assets, priority habitats and species. One element of this is ensuring that the Broads and their settings are protected and enhanced. As the site is located adjacent to the Broads Authority area, divided by the A12, it is important to consider the potential impacts that the development could have on the Broads and the enjoyment of them.

2.11 Anglian Water – No objection, the foul drainage from this development is in the catchment area of Caister Pump Lane Water Recycling Centre that will have available capacity for these flows.

2.12 Highways England – No objection.

**3. Policy :-**

3.2 Policy CS2 – Achieving Sustainable Growth.

Growth within the borough must be delivered in a sustainable manner in accordance with Policy CS1 by balancing the delivery of new homes with new jobs and service provision, creating resilient, self-contained communities and reducing the need to travel. To help achieve sustainable growth the Council will:

a) Ensure that new residential development is distributed according to the following settlement hierarchy, with a greater proportion of development in the larger and more sustainable settlements:

- Approximately 35% of new development will take place in the borough's Main Towns at Gorleston-on-Sea and Great Yarmouth
- Approximately 30% of new development will take place in the borough's Key Service Centres at Bradwell and Caister-on-Sea
- Approximately 30% of new development will take place in the Primary Villages of Belton, Hemsby, Hopton on Sea, Ormesby St Margaret, Martham and Winterton-on-Sea
- Approximately 5% of new development will take place in the Secondary and Tertiary Villages named in the settlement hierarchy
- In the countryside, development will be limited to conversions/replacement dwellings/buildings and schemes that help to meet rural needs

b) To ensure compliance with Policy CS11, the proportions of development set out in criterion a) may need to be further refined following additional work on the impact of visitor pressures on Natura 2000 sites

c) Ensure that new commercial development for employment, retail and tourism uses is distributed in accordance with Policies CS6, CS7, CS8 and CS16

d) Promote the development of two key strategic mixed-use development sites: the Great Yarmouth Waterfront area (Policy CS17) and the Beacon Park extension, south Bradwell (Policy CS18)

e) Encourage the reuse of previously developed land and existing buildings

To ensure that the Council delivers its housing target, the distribution of development may need to be flexibly applied, within the overall context of seeking to ensure that the majority of new housing is developed in the Main Towns and Key Service Centres where appropriate and consistent with other policies in this plan. Any changes to the distribution will be clearly evidenced and monitored through the Annual Monitoring Report.

### 3.3 Policy CS13 Protecting areas at risk of flooding or coastal change.

The risk of flooding and coastal change is expected to increase with climate change. This presents a challenge for property/business owners and service providers in susceptible areas and will also place some important biodiversity and heritage assets at risk. The Council will ensure a sustainable and practicable approach to flood risk and coastal change and ensure development does not increase the risk of flooding elsewhere. This will be achieved by:

a) Directing new development proposals away from areas of highest risk of flooding (Flood Zones 2, 3a and 3b) unless it can be demonstrated that:

- The requirements of the Sequential Test are met
- Where applicable, the requirements of the Exception Test are met. A safe access/egress route throughout the duration of the flood event should be provided. However, if this is demonstrated as not being

possible then evacuation will be considered as a means of making the development safe.

- A satisfactory Flood Response Plan has been prepared

b) Ensuring that new developments on sites adjacent to defences provide adequate access for repairs, maintenance and upgrades and that the development will not affect the integrity of the defence. New development needs to take into account the Environment Agency's flood defence proposals so that future flood defence options are not compromised

c) Seeking the use of Sustainable Drainage Systems (SuDS) in all new developments

d) Ensuring that new development takes into consideration the findings of the Surface Water Management Plan

e) Minimising exposure of people and property to the risks of coastal change by encouraging new development away from areas at risk of coastal change, as identified in the Kelling to Lowestoft Shoreline Management Plan (SMP)

f) Proactively managing coastal change by designating Coastal Change Management Areas (CCMA) in the Development Policies and Site Allocations Local Plan Document

g) Designing SuDS, flood protection and coastal change measures to enhance nature conservation and biodiversity interests, including replacement habitats lost to coastal change

h) Seeking developer contributions towards flood alleviation and coastal change schemes, where appropriate in accordance with Policy CS14.

### 3.4 Policy CS11 – Enhancing the natural environment

The Council will work with other partner authorities and agencies to improve the borough's natural environment and avoid any harmful impacts of development on its biodiversity, geodiversity, landscape assets, priority habitats and species. This will be achieved by:

a) Conserving and enhancing designated nature conservation sites, including Sites of Special Scientific Interest (SSSIs), Special Protected Areas (SPAs), Marine SPAs, Special Areas of Conservation (SAC), RAMSAR sites, National Nature Reserves, Local Nature Reserves Norfolk County Wildlife Sites and Norfolk County Geodiversity Sites

b) Working in partnership with relevant nature conservation organisations to ensure that protected species, such as Little Terns, are adequately protected from any adverse effects of new development. This includes the preparation of the Natura 2000 Sites Monitoring and Mitigation Strategy and ensuring assessment of development proposals in the vicinity of the colonies

c) Relevant development will be required to deliver the mitigation measures identified in the Natura 2000 Sites Monitoring and Mitigation Strategy. This document is being prepared and will secure the measures identified in the Habitat Regulations Assessment which are necessary to prevent adverse effects on European wildlife sites vulnerable to impacts from visitors

d) Ensuring that the Norfolk Coast Area of Outstanding Natural Beauty (AONB), the Broads and their settings are protected and enhanced

- e) Safeguarding and where possible enhancing the borough's wider landscape character, in accordance with the findings of the borough's and the Broads Authority's Landscape Character Assessment
- f) Improving the borough's ecological network and protecting habitats from fragmentation by working with our partners to:
  - create coastal habitats, including those along developed stretches
  - enhance and protect the quality of the habitats, including buffering from adverse impacts
- g) Ensuring that all new development takes measures to avoid or reduce adverse impacts on existing biodiversity and geodiversity assets. Where adverse impacts are unavoidable, suitable measures will be required to mitigate any adverse impacts. Where mitigation is not possible, the Council will require that full compensatory provision be made
- h) Ensuring that all new development appropriately contributes to the creation of biodiversity and/or geodiversity features through the use of landscaping, building and construction features, sustainable drainage systems and geological exposures
- i) Further developing public understanding of biodiversity and geodiversity and where appropriate, enabling greater public access to any notable biodiversity and/or geodiversity assets
- j) Protecting and where possible enhancing the quality of the borough's resources, including inland and coastal water resources and high quality agricultural land, in accordance with Policy CS12
- k) Working with developers and landowners to ensure land management practices protect and enhance landscapes and to restore landscapes where valued features and habitats have been degraded or lost
- l) Identifying and where appropriate reassessing the locations of strategic gaps to help retain the separate identity and character of settlements in close proximity to each other
- m) Identifying and where appropriate reassessing the locations of local green spaces to help protect open spaces that are demonstrably special to a local community and hold a particular local significance.

### 3.5 Policy HOU7

NEW RESIDENTIAL DEVELOPMENT MAY BE PERMITTED WITHIN THE SETTLEMENT BOUNDARIES IDENTIFIED ON THE PROPOSALS MAP IN THE PARISHES OF BRADWELL, CAISTER, HEMSBY, ORMESBY ST MARGARET, AND MARTHAM AS WELL AS IN THE URBAN AREAS OF GREAT YARMOUTH AND GORLESTON. NEW SMALLER SCALE RESIDENTIAL DEVELOPMENTS\* MAY ALSO BE PERMITTED WITHIN THE SETTLEMENT BOUNDARIES IDENTIFIED ON THE PROPOSALS MAP IN THE VILLAGES OF BELTON, FILBY, FLEGGBURGH, HOPTON-ON-SEA, AND WINTERTON. IN ALL CASES THE FOLLOWING CRITERIA SHOULD BE MET:

- (A) THE PROPOSAL WOULD NOT BE SIGNIFICANTLY DETRIMENTAL TO THE FORM, CHARACTER AND SETTING OF THE SETTLEMENT;
- (B) ALL PUBLIC UTILITIES ARE AVAILABLE INCLUDING FOUL OR SURFACE WATER DISPOSAL AND THERE ARE NO EXISTING

CAPACITY CONSTRAINTS WHICH COULD PRECLUDE DEVELOPMENT OR IN THE CASE OF SURFACE WATER DRAINAGE, DISPOSAL CAN BE ACCEPTABLY ACHIEVED TO A WATERCOURSE OR BY MEANS OF SOAKAWAYS;

(C) SUITABLE ACCESS ARRANGEMENTS CAN BE MADE;

(D) AN ADEQUATE RANGE OF PUBLIC TRANSPORT, COMMUNITY, EDUCATION, OPEN SPACE/PLAY SPACE AND SOCIAL FACILITIES ARE AVAILABLE IN THE SETTLEMENT, OR WHERE SUCH FACILITIES ARE LACKING OR INADEQUATE, BUT ARE NECESSARILY REQUIRED TO BE PROVIDED OR IMPROVED AS A DIRECT CONSEQUENCE OF THE DEVELOPMENT, PROVISION OR IMPROVEMENT WILL BE AT A LEVEL DIRECTLY RELATED TO THE PROPOSAL AT THE DEVELOPER'S EXPENSE; AND,

(E) THE PROPOSAL WOULD NOT BE SIGNIFICANTLY DETRIMENTAL TO THE RESIDENTIAL AMENITIES OF ADJOINING OCCUPIERS OR USERS OF LAND.

(Objective: To ensure an adequate supply of appropriately located housing land whilst safeguarding the character and form of settlements.)

\* ie. developments generally comprising not more than 10 dwellings.

## **4 National Planning Policy:**

### **4.1 Paragraph 101.**

The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding.

4.2 Paragraph 102. If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate.

For the Exception Test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk

overall. Both elements of the test will have to be passed for development to be allocated or permitted.

- 4.3 Paragraph 14. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - specific policies in this Framework indicate development should be restricted.

## **5 Assessment :-**

- 5.1 The application site is located within flood zone three as identified by the Environment Agencies Flood Map and is accompanied by a flood risk assessment. The application complies with the sequential test and the exemption test and can be adequately conditioned to ensure that the first floor levels are at the height recommended by the Flood Risk Assessment of 3.60m AOD which is above the design and the extreme event. The Flood Risk Assessment notes that although there is no safe access/egress that can be achieved during an extreme event the safe refuge is available at all times during the climate change 1 in 1000 year event on the first and second floors.
- 5.2 The site currently comprises a commercial use as a former trailer park. The commercial use has been ongoing for a number of years with the earliest application on record being for a coach wash in 1985 demonstrating a commercial use for over 30 years.
- 5.3 The proposed dwellings are designed to be three storey with a pitched roof. The area surrounding is open on two boundaries comprising children's play areas and an access road leading to Broadland Rugby Club. The adjoining caravan park comprises approximately 15 units (number taken from aerial photography). These are low level units of accommodation and as such the development as proposed, notwithstanding the existing building on the site, will be a change to the character of the area. The layout of the site and the proposed buildings seek to minimise the impact on the character however they will still be visible from the approach from Mill Road and will, to a limited extent, be visible from the A12 and the Broads area. The proposed dwellings, although partially visible from an extended area, will not look unduly imposing or have a significant effect on the character of the surrounding area with specific reference the Broads.
- 5.4 The nearest properties, excluding the caravan site, to the dwelling are two storey with pitched roofs. These dwellings will soften the impact at the approach from



Mill Road. The style and height of the dwellings are similar to other newly developed properties within the area; the reasoning for the additional storey and no living accommodation on the ground floor is due to the flood risk. There will be a degree of overlooking from the properties to the caravan park adjacent however the impact is reduced by the lack of private residential amenity allocated to the mobile units.

- 5.5 There are no highway objections, following the submission of a revised plan, to the application. The revised plan removed the visitor parking at the site although there remains parking for the properties. There is parking provided on site and a garage to a width of 3m. Given the flood risk designation a condition would be placed upon the development which sought the retention of the garage to each property and there is also available parking on the driveway to each property.
- 5.6 The dwellings are shown to have three bedrooms on the second floor, one with en-suite facilities, a lounge/dining area and kitchen on the first floor with family bathroom and garage, utility, bin storage, WC and covered porch on the ground floor. The layout is such that the dwelling is more than adequately provided for and the bins are given a designated location which should assist in maintaining the character of the area.
- 5.7 There are very limited rear gardens with the dwellings although all have some private space. There are no set space standards for outdoor space within local and national planning policy and while the size of open space is looked at to be commensurate with the dwelling it is also necessary to look at the character of the area. Within the very near vicinity is land that is open amenity land and land that is used as designated open space and children's play which can be utilised as easily accessible by the future occupants of the properties.
- 5.8 Although the site is not within an area designated for housing it is adjacent a main urban area as identified in the Local Plan Policies Map adopted December 2015 (central). The adopted policy map also identifies the site as open amenity space. Notwithstanding the designation of the land and the policy that seeks to protect the land under this designation from development the site is not and has not been open amenity space for in excess of 30 years. The land is in private ownership and has been in commercial use prior to the application approved by Great Yarmouth Borough Council in 1985 for a coach wash. It is contrary to policy to allow development on land designated as amenity land however in this instance as the land is not used as such and the use cannot be compelled to be used as such the policy has limited weight. Given the limited weight that can be applied to saved policy REC11 this designation is not deemed sufficient to warrant a recommendation for refusal.
- 5.9 The site is in a sustainable location close to local facilities such as shops, recreation and school. Cobholm First School on the opposite side of the road to the proposed development. Encouraging development in a sustainable location is a core principle of the National Planning Policy Framework and as such the application is supported by national planning policy. The location of the site in a flood area has been assessed and it is deemed that the application is capable of

development and that, subject to mitigation measures and other conditions, should not be refused for reasons of flood risk.

- 5.10 The site is located within affordable housing sub market area 3 and as such is under the threshold to provide affordable housing. There is no open space or children's play to be provided on site and as such a contribution in line with policy shall be sought for payment in lieu of on-site provision.

## **6 RECOMMENDATION :-**

- 6.1 Approve – the proposal complies with Policies CS2 and CS13 of the Great Yarmouth Local Plan: Core Strategy, saved Policy HOU7 of the Great Yarmouth Borough-Wide Local Plan and the National Planning Policy Framework.
- 6.2 Any permission shall be subject to a 106 agreement for all appropriate contributions. Conditions shall be attached to any approval which shall include all conditions requested by consulted parties and all conditions required to ensure an adequate form of development.

Gemma Manthorpe  
Great Yarmouth Borough Council  
Town Hall  
Hall Plain  
Great Yarmouth  
Norfolk  
NR30 2QF

Your Ref: 06/16/0431/F  
Date: 6 October 2016

My Ref: 9/6/16/0431  
Tel No.: 01603 223274  
Email: graham.worsfold@norfolk.gov.uk

Dear Gemma Manthorpe

**Great Yarmouth: Redevelopment of site and the construction of 11 dwellings  
Former trailer storage yard Mill Road Cobholm, NR31 0AR**

Thank you for your re-consultation regarding the above application and for forwarding drawing 1106/1 RevA.

The revised layout provides an adopted standard road within the site, appropriate on-site turning and improvements to the existing footway on Mill Road.

In the event the application is approved it is recommended the developer be required to produce a Construction Traffic Management Plan to ensure matters such as the how and when delivery vehicles will access the site and temporary wheel washing facilities during the construction period can be agreed prior to works commencing on site. Given the proximity of the site to the adjacent primary school it is recommended that deliveries be limited to times out-side of school drop off and pick up times.

Should your Authority support the application it is recommended the following conditions and informatives are appended to the consent notice:

**SHC 01 (Variation)**

No works shall commence on the site until such time as detailed plans of the roads, footways, 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)**

o works shall be carried out on roads, footways, 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) and footway(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 29A (Variation)**

Prior to the commencement of any works on site a Construction Traffic Management Plan, to incorporate details access arrangements for delivery vehicles and temporary wheel washing facilities for the duration of the construction period shall be submitted to and approved in writing with the Local Planning Authority in consultation with Norfolk County Council Highway Authority.

Reason:

In the interests of maintaining highway efficiency and safety

**SHC 29B (Variation)**

For the duration of the construction period all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan unless otherwise approved in writing with the Local Planning Authority in consultation with the Highway Authority.

Reason:

In the interests of maintaining highway efficiency and safety

**SHC 39A (Variation)**

Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the off-site footway improvement works as indicated on drawing number 1106/1 Rev A 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)

rior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A 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. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich.

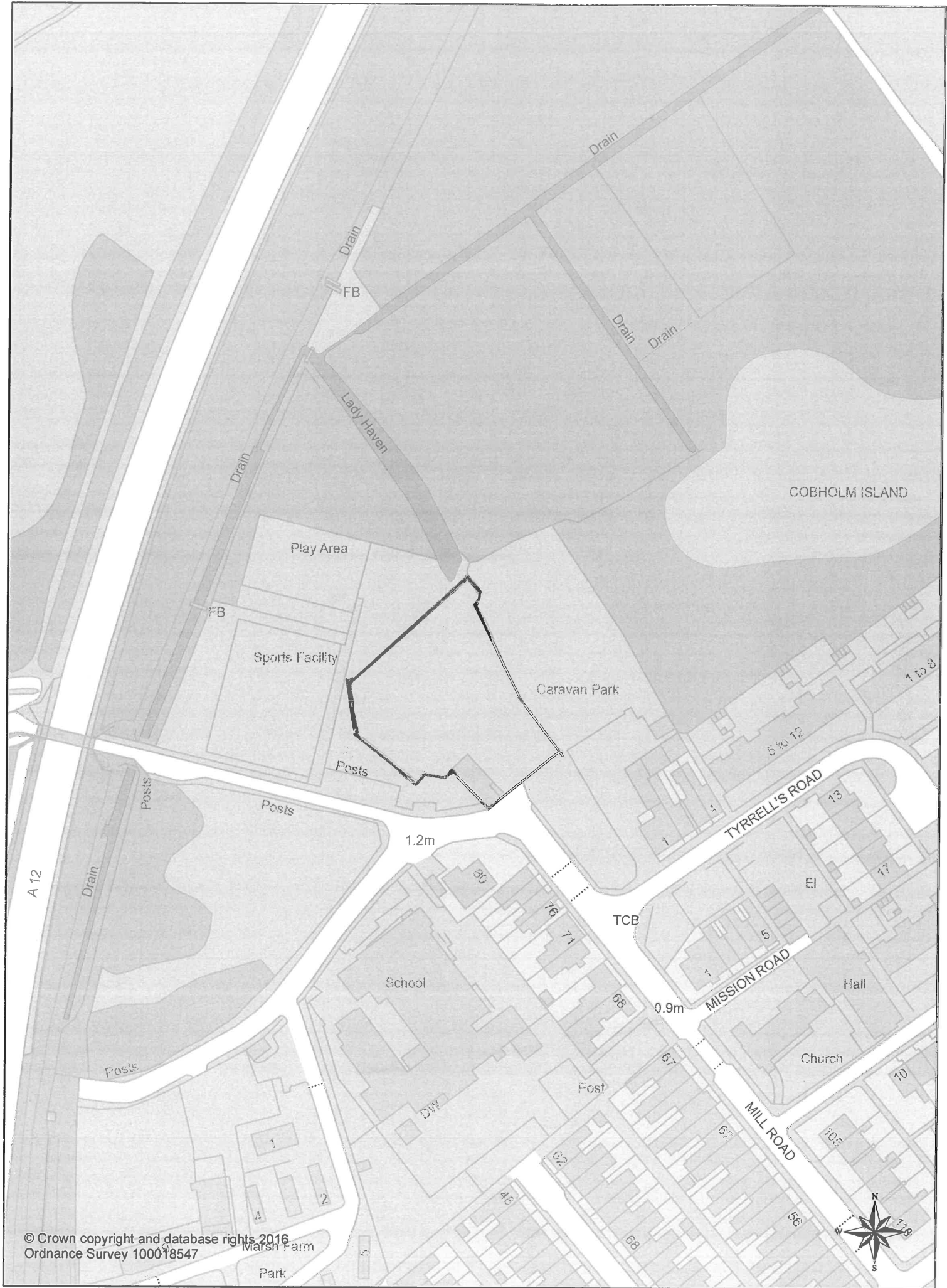
Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

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

Yours sincerely

*Graham Worsfold*

Assistant Engineer Estate Development  
for Executive Director for Community and Environmental Services



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Ordnance Survey 100018547