

# DEVELOPMENT MANAGEMENT COMMITTEE 17<sup>th</sup> October 2022

**Case No:** 21/01948/FUL (FULL PLANNING APPLICATION)

**Proposal:** CHANGE OF USE FROM (A1) RETAIL TO TAXI BUSINESS (SUI GENERIS) FOLLOWING THE EXPIRY OF THE TEMPORARY CONSENT - PLANNING REFERENCE 18/00326/FUL

**Location:** 14 CROWN STREET ST IVES PE27 5EB

**Applicant:** T & T PRIVATE HIRE (MR ALI)

**Grid Ref:** 531312 271298

**Date of Registration:** 25.04.2022

**Parish:** ST IVES

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## RECOMMENDATION - APPROVE

This application is referred to the Development Management Committee (DMC) as the proposed change of use from retail unit to taxi business in the Primary Shopping Frontage of St Ives Town Centre is a departure from the policies of the Development Plan and St Ives Town Council's recommendation of refusal is contrary to the officer recommendation of approval.

### 1. DESCRIPTION OF SITE AND APPLICATION

- 1.1 No. 14 Crown Street is a three-storey terraced building, located adjacent to several businesses including retail, restaurants, a pub and offices within St Ives Town Centre.
- 1.2 The site is Grade II Listed within the historic core of the St Ives Conservation Area and also within the setting of a number of other Grade II Listed Buildings. The site is located within Flood Zone 2 of the Huntingdonshire Strategic Flood Risk Assessment 2017 Maps.
- 1.3 This application follows planning permission reference 18/00326/FUL which approved a change of use at ground floor level from retail (A1) to taxi business (sui generis) on a 3-year temporary basis.
- 1.4 The proposal is for a permanent change of use from (A1) retail to taxi business (sui generis) following the expiry of the temporary consent.

## **2. NATIONAL GUIDANCE**

- 2.1 The National Planning Policy Framework (20 July 2021) (NPPF 2021) sets out the three objectives - economic, social and environmental - of the planning system to contribute to the achievement of sustainable development. The NPPF 2021 at paragraph 10 provides as follows: 'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).'
- 2.2 The NPPF 2021 sets out the Government's planning policies for (amongst other things):
- delivering a sufficient supply of homes;
  - building a strong, competitive economy;
  - achieving well-designed, beautiful and safe places;
  - conserving and enhancing the natural, built and historic environment
- 2.3 Planning Practice Guidance and the National Design Guide 2021 are also relevant and material considerations.
- 2.4 Sections 66 and 72 of The Planning (Listed Buildings and Conservation Areas) Act 1990

For full details visit the government website [National Guidance](#)

## **3. PLANNING POLICIES**

- 3.1 Huntingdonshire's Local Plan to 2036 (Adopted 15th May 2019)
- LP1: Amount of Development
  - LP2: Strategy for Development
  - LP5: Flood Risk
  - LP7: Spatial Planning Areas
  - LP11: Design Context
  - LP12: Design Implementation
  - LP14: Amenity
  - LP17: Parking Provision and Vehicle Movements
  - LP21: Town Centre Vitality and Viability
  - LP34: Heritage Assets and their Setting

Local policies are viewable at [Local policies](#)

## **4. PLANNING HISTORY**

- 4.1 05/00706FUL – Change of Use of first floor to taxi office  
Permission granted 03.06.2005

- 4.2 18/00326/FUL - Retrospective change of use - ground floor from retail (A1) to taxis (sui genesis) 3-year temporary permission granted 15.06.2018

## 5. CONSULTATIONS

- 5.1 St Ives Town Council: Objection - There are already considerable parking issues in Crown Street. Clarification is sought on the arrangements for parking/picking up passengers etc. Pavements are damaged and access for pedestrians and wheelchair users is severely restricted. Other road users are forced to drive along the opposite pavement. It is noted that despite the statement in section 1.6 of the design and access statement, T&T taxis continue to park outside 14 Crown Street.
- 5.2 Cambridgeshire County Council Highways: Neither objecting or supporting - No parking is provided regarding the taxi business and the planning statement indicates that there is ample parking on Broadway. Indicating that cars are radio operated and no need for parking outside the property. That said if inappropriate parking is noted by the applicants or anyone else enforcement action could be undertaken by police if required. The plan provided is devoid of any real information and does not indicate any public waiting area within the taxi office, which would attract members of the public to get picked up at this location. I note the previous application 18/00326/ful was original given a temporary consent so as the LPA could assess any amenity issues associated with the use. To this end has the LPA collected any evidence to indicate any issues (related to the taxi office) have occurred as indicated by the Town Council either by photographic evidence or consulted the police to see if there have been any such issues?
- 5.3 Cambridgeshire Constabulary (initial consultation comments): No objection – I consider this to be an area of low vulnerability to the risk of crime at present. The only crimes of note are a business robbery in Crown Street and a robbery in Market Street.
- 5.4 Cambridgeshire Constabulary (further consultation comments): No objection subject to condition - Having re-looked at the reported incidents and crimes for a 2 year period in Crown Street and Bridge Street, there were three offences where taxi was mentioned, two were members of the public using taxi office as a location to report assaults and one of a taxi driving in an anti-social manner not within the aforementioned streets.

I have spoken to the local policing team who are aware of issues along both the above named streets they advised me there are issues with taxi's and other vehicles parking illegally and causing obstructions. They have spoken to the local authority taxi licensing officer for help and support on this matter and been advised that it is a policing issue. I'm sure you are aware this

isn't just a policing issue it is also a licensing issue. Whilst enforcement is undertaken by the police there is an expectation that the licensing authority ensure that licensed taxi drivers abide by the law and traffic regulations, if this is granted it should be conditioned that customers ordering a taxi from the office meet the taxi at a pre-determined location where it is legal for them to wait, and that No taxi's should be parked in the vicinity of the taxi office. There are signs before you enter Crown Street (Pedestrian Zone, 8-6, except disabled, loading and local buses. At any time).

The local policing team have issued warnings and tickets to any vehicles parked in Crown Street as it is also a No Waiting Area, these instances have been witnessed when the officers are on patrol and not something that has been reported and the officers sent to. To clarify these are not in relation to incidents that have been reported as it is evident from my searches that there have been no such reports for the past two years.

- 5.5 *OFFICER NOTE: Following receipt of the Constabulary's further consultation comments, officers requested the applicant provide a detailed scheme of operations setting out how the taxi business proposes to operate in the interest of minimising parking issues in the Town Centre and to ensure taxi's do not enter the pedestrian zone. On receipt of the applicant's scheme of operations document, further discussions were held between officers and the constabulary regarding the preciseness and enforceability of the previously recommended condition.*
- 5.6 Cambridgeshire Constabulary (final consultation comments): No objection - Having read the attached document from the applicant (scheme of operations) and your comments, I have consulted with my colleague, and we are satisfied that the applicant has provided sufficient information to allay and concerns that we had.
- 5.7 HDC Environmental Health: No objection - I understand that the taxi business has been in full operation for approx. 3 years. As discussed, we have no records of complaints and the area EH officer is not aware of any issues, therefore I have no concerns to raise if the same controls that were on the temporary permission regarding residential amenity are applied to any permission granted.
- 5.8 HDC Economic Development: No objection - This part of town has a mix of retail use, between travel agents, clothes, accessory shops, barbers, hairdressers, opticians and a couple of recognised national chains, Fat Face and Poundland. It is also in the heart of town between Bridge Street and Broadway where the largest concentration of St Ives' night time economy activity takes place. And a taxi office, open late at night to help get people home from restaurants, pubs and clubs might help reduce

any issues around public order in the town centre. The flow of pedestrians and vehicles late at night works better from that part of town as most of the night time economy businesses are situated around that part of the town's road network. Crown street does have some independent boutiques, café's, fish and chip shops and other businesses but it is not where the greatest concentration of retail is situated. On balance I would say that what it offers to the cluster of night time economy businesses outweighs what it takes away from the retail element in that location of Crown Street in St Ives. And the larger units in town that need filling will contribute much more to retail in the future once they are re-occupied.

## **6. REPRESENTATIONS**

- 6.1 The application has been advertised via press and site notice twice and 6 adjacent properties have been consulted via letter. No neighbour representations have been received.

## **7. ASSESSMENT**

- 7.1 The main issues to consider in assessing this application are whether there is any conflict with Development Plan policies. If there is any conflict, whether the application can be considered to be in accordance with the Development Plan when taken as a whole. If the application is not in accordance with the Development Plan, whether there are any material considerations, including the NPPF (2021), which indicate that planning permission should be granted. With this in mind, the report addresses the principal, important and controversial issues which are in this case:

- The Principle of Development
- Highway Safety, Access, and Parking Provision
- Residential Amenity
- Impact on the Character and Appearance of the Area and Designated Heritage Assets
- Flood Risk and Drainage

### **The Principle of Development**

- 7.2 The application is for a permanent change of use from a shop (Use Class E) to a Taxi Business (Sui Generis). The most recent use of the ground floor prior to its temporary conversion for taxi business use was as a Jewellers. The site is located within the Spatial Planning Area and Market Town Centre of St Ives and forms part of the Primary Shopping Frontage as shown on the Adopted Policies Map.

- 7.3 Policy LP21 of the Huntingdonshire Local Plan to 2036 (the Local Plan) states, *“A proposal for a shop (class ‘A1’), restaurant/ café (class ‘A3’) or drinking establishment (class ‘A4’) will be supported within a primary shopping frontage to encourage uses which support the vitality and viability of the location whilst maintaining its essential retail nature. A proposal for any other main town centre use at ground floor level may be supported where it will:*
- a. make a positive contribution to vitality and viability by enhancing the existing quality, diversity and distribution of retail, leisure, entertainment, arts, heritage, cultural facilities, community facilities or tourist attractions; and*
  - b. continue to provide an active frontage where there is an existing shopfront.*
- A proposal for any non-main town centre use will not be supported at ground floor level within a primary shopping frontage.”*
- 7.4 Main town centre uses are defined in the Local Plan as *“Retail development (including retail warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).”*
- 7.5 A taxi business is not a main town centre use and therefore the proposed change of use from a retail unit to taxi business at ground floor level within the primary shopping frontage is not supported by Policy LP21 of the Local Plan.
- 7.6 Within the officer report for the 3-year temporary consent (ref: 18/00326/FUL) it was recognised that the emerging ‘Town Centre Vitality and Viability’ policy did not support non-main town centre uses at ground floor within the primary shopping frontage. However, it was considered that the extension of the existing taxi business (from that already operating at first floor) would complement the surrounding businesses by creating an additional opportunity for residents and visitors to access services within the town centre.
- 7.7 The main consideration in terms of the principle of the proposed change of use is the impact the loss of the retail unit would have on the vitality and viability of the town centre. The consultation comments from the Councils Economic Development team recognise that the site is in the heart of the town between Bridge Street and Broadway where the largest concentration of St Ives’ night time economy activity takes place, and that while Crown Street does have some independent boutiques, café’s, fish and

chip shops and other businesses, it is not where the greatest concentration of retail is situated.

- 7.8 The loss of this small retail unit in this part of the town is not considered significantly detrimental to the vitality and viability of the town centre. There is greater interest and emphasis on larger units in the town which need filling and will contribute much more to retail in the future once they are re-occupied. Therefore, on balance it is considered that what the taxi business offers to the cluster of night time economy businesses outweighs what it takes away from the retail element in this location of Crown Street.
- 7.9 Overall, while it is accepted the proposed change of use is contrary to Policy LP21 of the Local Plan, material considerations in the form of the benefits of a complementary taxi business to the towns night-time economy which outweigh the loss of a small retail unit in this location, indicate that the vitality and viability of the town centre would be preserved and therefore the proposed development is considered acceptable in principle in this instance.

### **Highway Safety, Access, and Parking Provision**

- 7.10 Policies LP16 and LP17 of the Local Plan requires applications for development to fully consider how the opportunities and impacts of the range of travel and transport modes are addressed in their proposals, and to ensure new development provides sufficient space and parking provision to meet the needs of users and residents and minimise impacts on neighbouring uses.
- 7.11 The site is located in a restricted pedestrian zone between 8am – 6pm except for wheelchair loading and local buses with no parking permitted at any time. The Town Council has raised the issue of taxi vehicles illegally parking within the pedestrian zone. This matter has been recognised by the Cambridgeshire Constabulary who have reportedly issued warnings and tickets to any vehicles parked in Crown Street as it is also a No Waiting Area. This has been during patrols of the area and not following reports to the police.
- 7.12 In this instance it is ultimately the responsibility of the police to enforce against illegal vehicle movements and parking. However, the planning process plays an important role in seeking to minimise the likelihood and opportunity for such unauthorised activities through development. With this in mind and following discussions with the Constabulary, the applicant was requested to provide a detailed scheme of operations setting out how the running of the taxi business would minimise disruption to the local road network within the town centre and ensure there is no need for taxi vehicles to enter the pedestrian zone at any time.

- 7.13 The accompanying scheme of operations states that the company has recently invested into a dispatch system which not only provides additional ways of providing services but also automates the process of minimising the need for the vehicles to be in a certain area to receive jobs like that used to be via radio. Their dispatch system sends out the booking over the air to the driver's Personal Digital Assistant (PDA) device which takes away the need for the driver to be in town or waiting on the road in order to receive a job.
- 7.14 The business also recently invested into moving their head office to 12 Huntingdon Business Centre, Stukeley Road, Huntingdon PE29 6HQ where they have parking space for around 50 vehicles, car wash, garage for vehicle repairs & all the administrative work to be carried out including accounts office & admin office. So, although their office in 14 Crown street is based within the town centre of St Ives, T&T does not require any vehicle to be parked there nor there is any need for any drivers to be visiting the premises as all the management staff has now moved to their headquarters in Huntingdon. 14 Crown Street is now used as the main call centre for St Ives where customers can either walk in to make the bookings or call in and the dispatch system will make sure that the nearest vehicle available is sent out. It is stated that staff are all local and walk to work but if anyone does need to drive in there are 2 allocated parking spaces at the back of Montaz restaurant which are reserved for T&T Private Hire Ltd at all times.
- 7.15 The Constabulary reviewed the submitted scheme of operations and confirmed it addresses their previous concerns. The County Council Highways comments raise no significant issues and note the three year temporary permission was to allow the planning authority to assess any amenity impacts associated with the change of use. The HDC Environmental Health (EH) team have confirmed no records of complaints and the area EH officer is not aware of any issues during the approximate 3 years of operation. At the time of writing there have been no neighbour representations received. The application has been advertised via press and site notice twice and 6 adjacent properties have been consulted via letter.
- 7.16 It is considered that the submitted scheme of operations demonstrates how the taxi business has recently invested in improved ways of operating which minimises the impacts of taxi vehicles on the local road network and provides assurance that there is no need for taxis to enter the pedestrian zone. It is therefore considered that the proposed permanent change of use to a taxi business would not raise any highway safety issues and would not have a significant impact on the local road network including areas of public parking within the town centre. The

proposal therefore accords with Policies LP16 and LP17 of the Local Plan and the NPPF 2021 in this regard.

### **Residential Amenity**

- 7.17 Policy LP14 of the Local Plan states that a proposal will be supported where a high standard of amenity is provided for all users and occupiers of the proposed development and maintained for users and occupiers of neighbouring land and buildings.
- 7.18 The HDC Environmental Health officer has raised no concerns subject to the same controls that were on the temporary permission regarding residential amenity being applied to any permission granted. Condition 3 of the temporary planning permission states, "The change of use, hereby permitted, shall not be operated outside the hours of 07:00 to 24:00 Sunday to Thursday and 07:00 to 04:00 Friday and Saturday."
- 7.19 The new methods of working set out in the accompanying scheme of operations make it less likely for vehicles to be idling in the town centre around residential properties awaiting their next pick up. There have been no neighbour representations made on this application which suggests there are no significant amenity issues relating to the taxi businesses and their hours of operation. It is considered reasonable and necessary to repeat the above operating hours condition to ensure there would be no significant adverse impacts on neighbour amenity.
- 7.20 Subject to the abovementioned condition, it is considered the proposed development would retain acceptable amenity standards for users and occupiers of neighbouring buildings in accordance with Policy LP14 of the Huntingdonshire Local Plan to 2036 and the NPPF 2021 in this regard.

### **Impact on the Character and Appearance of the Area and Designated Heritage Assets**

- 7.21 Sections 66 and 72 of The Planning (Listed Buildings and Conservation Areas) Act 1990, requires that a Local Planning Authority, in considering whether to grant planning permission for development which affects a Listed Building or its setting, or a Conservation Area, shall have special regard to the desirability of preserving or enhancing its intrinsic significance setting or any features of special architectural or historic interest which it possesses. This is also reflected at a local level where Policy LP34 of the Local Plan seeks to ensure that development proposals protect and conserve the district's heritage assets and where possible enhance them and their settings.
- 7.22 Paragraph 1.7 of the accompanying Planning Statement confirms there are no internal or external changes proposed and

the appearance of the building will remain as existing. The proposal is purely for the change of use of the building. Any change in signage may require separate advertisement consent. The proposed change of use is therefore not considered to have a detrimental impact on the character and appearance of the area or any designated heritage assets and is acceptable against Policies LP11, LP12 and LP34 of the Local Plan and the NPPF 2021 in this regard.

## **Flood Risk and Drainage**

- 7.23 Policy LP5 of the Local Plan seeks to ensure that the users and residents of development are not put at unnecessary risk in relation to flooding. Policies LP6 and LP15 of the Local Plan set out the Council's approach to the management of foul and surface water drainage in a sustainable manner.
- 7.24 Paragraph 161 of the NPPF 2021 states that All plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property.
- 7.25 While the site is in Flood Zone 2, the proposed development is a change of use and therefore is not subject to the sequential and exceptions tests as set out in the NPPF. However, a site-specific Flood Risk Assessment (FRA) is required.
- 7.26 The submitted FRA states the building has a finished floor level of 7.35 AOD which is above the 1 in 1000 year water level as per the Environment Agency modelled flood data. The existing finished floor level would be retained and therefore no flood mitigation measures have been proposed.
- 7.27 The proposed use is within the same 'Less Vulnerable' classification as the existing use as per the NPPF 2021. It is considered that the submitted FRA provides an acceptable assessment of flood risk relative to the scale and nature of the proposal and it is not considered any flood mitigation measures are necessary in this instance given the proposal is solely for change of use and the finished floor level and means of drainage will remain as existing. The proposal is therefore considered acceptable against Policies LP5, LP6 and LP15 of the Local Plan and the NPPF 2021 in this regard.

## **Conclusion and Planning Balance**

- 7.28 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

- 7.29 The presumption in favour of sustainable development requires proposals to achieve economic, social and environmental gains; as such a balancing exercise has to be undertaken to weigh the benefits of the scheme against its disadvantages. When considered in the round, a development proposal would contribute to the economic, environmental and social dimensions of sustainability.
- 7.30 In terms of the economic dimension of sustainable growth, the proposal provides employment opportunities and complements the Town's night time economy through an additional means of access for people to get to and from the Town Centre. In this case, there is conflict with Local Plan Policy LP21 which does not provide support for non-main town centre uses at ground floor level within the primary shopping frontage of town centres. However, the site is located in a part of town where most of the night time economy businesses are situated and would therefore support the vitality and viability of the St Ives town centre night time economy. It is considered that what the proposal offers to the cluster of night time economy businesses outweighs what it takes away from the retail element in this part of St Ives Town Centre.
- 7.31 With regard to the social dimension, the taxi business provides a greater level of accessibility for people to access services and facilities which support the local communities' health, social and cultural well-being. The taxi business is considered to complement the role of the Town Centre as the focus for local communities attracting people in for retail, entertainment, office, leisure, cultural and tourist facilities without significantly diminishing its retail nature.
- 7.32 In terms of the environmental dimension, the proposal makes no changes to the building's appearance and retains its existing floor level which are acceptable measures in preserving the character and appearance of the area and ensuring no increased risk of flooding. In addition, the proposal has demonstrated that the taxi business can operate in a manner which minimises disruption to the local road network and adjacent residents as well as ensuring there is no need for taxis to enter the pedestrian zone.
- 7.33 In this instance, the impacts of losing this small retail unit and replacing it with a taxi business within this part of town away from the greatest concentration of retail activity is not considered detrimental to the overall aims and objectives of Policy LP21 which is for town centres to retain their roles as the focus for local communities attracting people in for retail, entertainment, office, leisure, cultural and tourist facilities.
- 7.34 Therefore, having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory

requirements of the Town and Country Planning Act 1990, the views of statutory consultees and wider stakeholders, it is considered the development would contribute to the economic, environmental and social dimensions of sustainability, and material considerations indicate that the proposed development is acceptable in this instance. The recommendation is therefore to approve the application.

**8. RECOMMENDATION - APPROVAL subject to conditions to include the following**

- Time limit
- Approved plans
- Opening hours as imposed on the previous temporary consent
- Retain existing finished floor level

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**CONTACT OFFICER:**

Enquiries about this report to **Lewis Collins Senior Development Management Officer** – [lewis.collins@huntingdonshire.gov.uk](mailto:lewis.collins@huntingdonshire.gov.uk)

**APPLICATIONS FOR PERMISSION FOR DEVELOPMENT**  
**25 May 2022**

<b>Application No Applicant/Agent</b>	<b>Proposed Development</b>	<b>Recommendations</b>
<p>21/01948/FUL</p> <p>T &amp; T Private Hire Partners in Planning and Architecture Suite 2 Clare Hall Parsons Green St Ives PE27 4WY</p>	<p>Change of use from (A1) retail to taxi business (sui generis) following the expiry of the temporary consent - planning reference 18/00326/FUL</p> <p><b>14 Crown Street</b> <b>St Ives</b></p>	<p>REFUSAL</p> <p>There are already considerable parking issues in Crown Street</p> <p>Clarification is sought on the arrangements for parking/picking up passengers etc</p> <p>Pavements are damaged and access for pedestrians and wheelchair users is severely restricted. Other road users are forced to drive along the opposite pavement.</p> <p>It is noted that despite the statement in section 1.6 of the design and access statement, T&amp;T taxis continue to park outside 14 Crown Street.</p>
<p>21/02471/FUL</p> <p>Mr Luke Mitchell Extending Solutions 11 High Street Baldock SG7 6AZ</p>	<p>Rear two storey extension</p> <p><b>25 High Leys</b> <b>St Ives</b></p>	<p>APPROVAL</p> <p>Appropriate scale of development</p> <p>Similar to other extensions in the area</p>
<p>22/00579/FUL</p> <p>Mr Peter Townsend PJTA 12 Hill Rise St Ives PE27 6SP</p>	<p>Domestic porch and single storey rear extension</p> <p><b>12 Hill Rise</b> <b>St Ives</b></p>	<p>REFUSAL</p> <p>Porch is out of keeping with the street scene</p>

# Development Management Committee



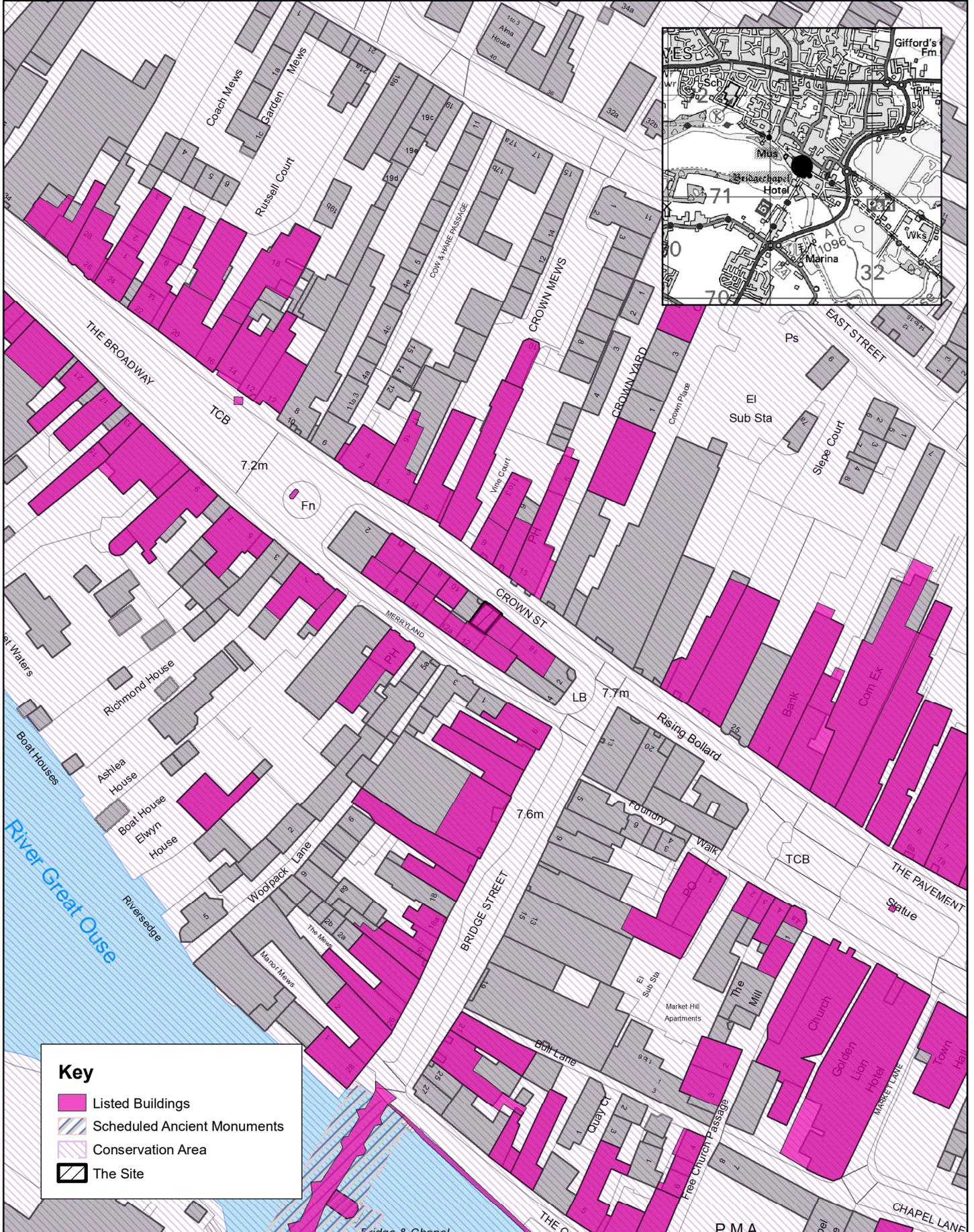
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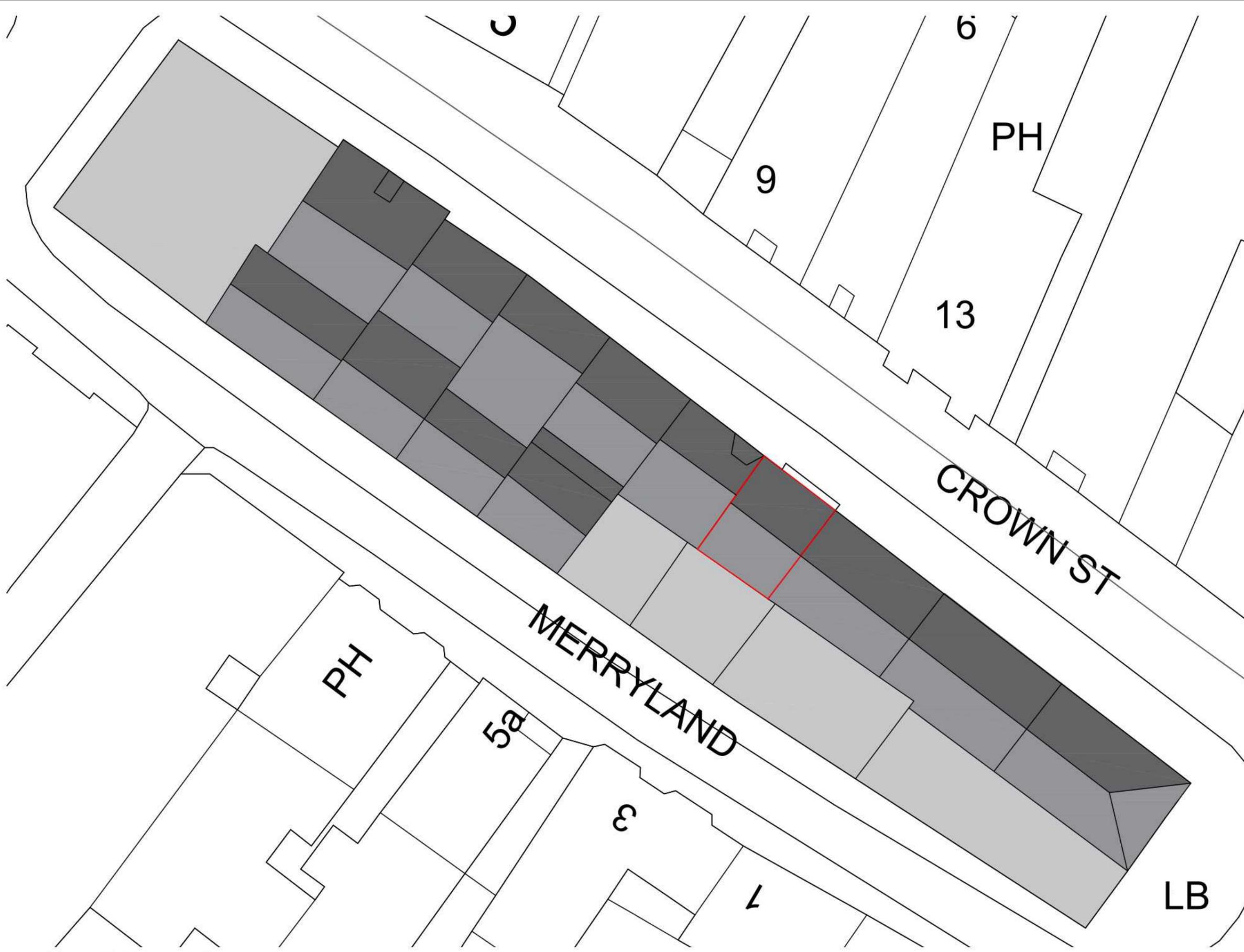
Application Ref:21/01948/FUL

Date Created: 26/09/2022

Location: St Ives

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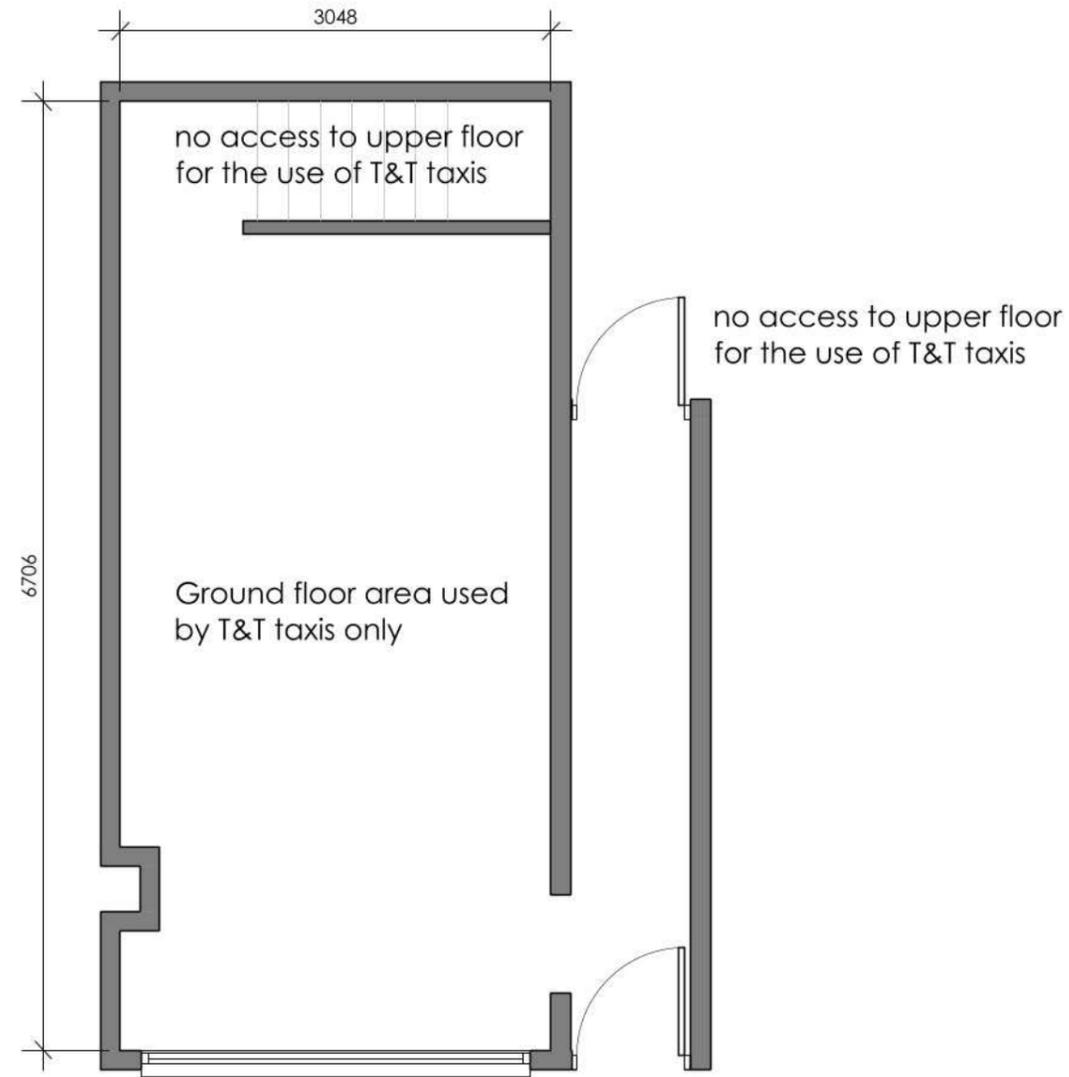


SCALE 1:200 (METRES)



1:200 Block Plan

REV	DATE	BY	REVISION NOTES
			Suite 2, Clare Hall, St Ives Business Park, Parsons Green, St Ives, Cambs, PE27 4WY
			© COPYRIGHT Tel: 01480 494969 Email: enquiries@planningandarchitecture.co.uk Web: www.planningandarchitecture.co.uk
			
<b>PROJECT</b> Proposed Change of Use to Private Hire/Taxi Office 14 Crown Street, St Ives, Huntingdon, Cambs, PE27 5EB			
<b>CLIENT</b> Mr Ali			
<b>DRAWING TITLE</b> Block Plan			
<b>DRAWN BY</b> SD	<b>SCALE</b> 1:200@A3		
<b>DATE</b> 19.04.2022	<b>DWG. No.</b> 2018.07.102	<b>REV.</b>	



1:50 Floor Plan

SCALE 1:50 (METRES)



REV	DATE	BY	REVISION NOTES
Suite 2, Clare Hall, St Ives Business Park, Parsons Green, St Ives, Cambs, PE27 4WY			
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<b>PROJECT</b> Proposed Change of Use to Private Hire/Taxi Office 14 Crown Street, St Ives, Huntingdon, Cambs, PE27 5EB			
<b>CLIENT</b> Mr Ali			
<b>DRAWING TITLE</b> Floor Plan			
<b>DRAWN BY</b> SD		<b>SCALE</b> 1:50@A3	
<b>DATE</b> 19.04.2022		<b>DWG. No.</b> 2018.07.101	<b>REV.</b>