

4.2 19/01339/FUL

Revised expiry date 22 November 2019

Proposal: Demolition of garages to provide 6 no. 1 bedroom flats.

Location: Garages North Of, 40 - 48 Northview, Swanley KENT BR8 7BQ

Ward(s): Swanley White Oak

Item for decision

This application has been called to the Development Control Committee by Councillor G. Darrington and Councillor Andrews on the grounds that the proposal would impact the character and appearance of the area, parking provision, highways safety, residential amenity and access for those with disabilities.

RECOMMENDATION: That planning permission be GRANTED subject to the following conditions:

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

In pursuance of section 91 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall be carried out in accordance with the following approved plans and details: 18862-PL-00, 18862-PL-01, 18862-PL-02, 18862-P-03 Rev.A, 18862-P-04 and 18862-PL-S-01 Rev.D.

For the avoidance of doubt and in the interests of proper planning.

3) The materials to be used in the construction of the external surfaces of the development hereby approved shall be those indicated on the approved plans 18862-P-03 Rev.A and 18862-P-04 or alternative materials, details of which shall be submitted to and approved in writing by the local planning authority prior to the construction of the building above the damp proof course.

To ensure that the appearance of the development is in harmony with the existing character of the area as supported by Policy EN1 of the Sevenoaks Allocations and Development Management Plan.

4) Prior to the completion of the development, full details of hard and soft landscape works shall be submitted to and approved in writing by the local planning authority. Those details shall include:- hard landscaping plans (identifying the finishing materials of areas of hard landscaping and details of all fencing);- planting plans (identifying existing planting, plants to be retained and new planting);- a schedule of new plants (noting species, size of stock at time of planting and proposed number/densities);- full details of all proposed boundary treatment; and- measures incorporated into the development to enhance the biodiversity of the site. The approved details shall be carried out prior to the first

occupation of the development hereby granted. If within a period of 5 years from the completion of the development, any of the trees or plants that form part of the approved details of soft landscaping die, are removed or become seriously damaged or diseased then they shall be replaced in the next planting season with others of similar size and species.

To safeguard the visual appearance of the area as supported by policy EN1 of the Sevenoaks Allocations and Development Management Plan.

5) The window(s) in the first floor southwest facing elevation(s) of the development hereby permitted shall be glazed with obscure glass of no less than obscurity level 3 and permanently fixed shut, unless the parts of the window/s which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and shall thereafter be permanently retained as such.

To safeguard the privacy of residents as supported by Policy EN2 of the Sevenoaks Allocations and Development Management Plan.

6) Prior to the completion of the development, details of a privacy screen to be erected on the southern edge of the rear facing balcony serving Flat 6 as shown on approved plan no. 18862-PL-01 shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and the screen shall be maintained thereafter.

To safeguard the privacy of residents as supported by Policy EN2 of the Sevenoaks Allocations and Development Management Plan.

7) The proposed communal parking area shall be provided in accordance with the approved plan 18863-PL-S-01 Rev.D and retained thereafter without obstruction to vehicular access to the parking area. The parking spaces shall be unallocated for use by both new residents of the development and existing residents.

To ensure a permanent retention of vehicle parking for the development and in the interest of highway safety as supported by policies EN1 and T2 of the Sevenoaks Allocations and Development Management Plan.

8) Prior to first occupation of the new dwellings hereby approved, at least one electrical charging point for the safe charging of electric vehicles shall be provided and maintained within the communal parking area for the development.

To encourage the use of low emission vehicles in accordance with policy T3 of the Sevenoaks Allocations and Development Management Plan.

9) Prior to the commencement of development on the site, a detailed construction management plan shall be submitted to and approved in writing by the local planning authority. The construction management plan shall include such matters as storage of materials, turning of delivery vehicles, parking for operatives, wheel washing, and times of operation/construction works and details of delivery arrangements. The development shall be carried out in accordance with the approved construction management plan.

In the interest of highway safety as supported by policy EN1 of the Sevenoaks Allocations and Development Management Plan.

10) Prior to the completion of the development, full details of refuse storage for the development shall be submitted to and approved in writing by the local planning authority. The capacity of the bins to be provided shall be 1100 litre bins and the development shall be carried out in accordance with the approved details and retained thereafter.

To safeguard the character and appearance of the area and to preserve highway safety in accordance with policy EN1 of the Sevenoaks District Allocations and Development Management Plan.

11) Prior to the completion of the development full details of the cycle store indicated on the approved plan shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and retained thereafter.

To safeguard the character and appearance of the area in accordance with policy EN1 of the Sevenoaks District Allocations and Development Management Plan.

12) Prior to the installation of external lighting within the application site, full details of the lighting shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

To safeguard the appearance of the area as supported by policy EN1 of the Sevenoaks Allocations and Development Management Plan.

Informatics

1) The proposed development has been assessed and it is the Council's view that the CIL is payable. Full details will be set out in the CIL Liability Notice which will be issued with this decision or as soon as possible after the decision.

2) New build developments or converted properties may require street naming and property numbering. You are advised, prior to commencement, to contact the Council's Street Naming and Numbering team on 01732 227328 or visit www.sevenoaks.gov.uk for further details.

3) It appears that the proposal involves works that affect the highway and / or its verge. Before commencing such works, you must obtain the separate consent of the Highway Authority. Please contact Kent Highway Services, Network Operations on 01474 544068.

National Planning Policy Framework

In dealing with this application we have implemented the requirements in the National Planning Policy Framework to work with the applicant/agent in a positive, proactive and creative way by offering a pre-application advice service; as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible and if applicable suggesting solutions to secure a successful outcome. We have considered the application in

light of our statutory policies in our development plan as set out in the officer's report.

Description of site

- 1 The application site is an irregularly shaped site located to the northern end of Northview, adjacent to Swanley Park. Within the site, three blocks of lock up garages, totalling 17 garages, line the northern and southern boundaries. The garages are served by an area of hardstanding that divides the two rows of garages.
- 2 Existing residential development surrounds the site to the south and east. To the north, lies Swanley Park and to the west, an existing access for the site that opens out onto the highway.
- 3 The levels of the site rise and fall slightly from west to east and rise gently from south to north. The properties to the south are sited upon a raised ground level to the site, while the properties to the east are sited upon lower level.

Description of proposal

- 4 The application seeks approval for the demolition of the existing lock up garages and the erection of a block of six, one bedroom flats. The building would be two storeys in height and the first floor flats will be provided with balconies.
- 5 The building would be traditional in design, having a dual pitched roof, hipped ends and being finished in a slate coloured roof tile, brickwork, horizontal timber cladding and standing seam sheet cladding.
- 6 The area surrounding the building would be provided as a communal amenity area and to the frontage of the site, adjacent to the highway, a total of twelve parking spaces would be provided. Pedestrian access would be maintained around the site.
- 7 The applicant indicates that the new dwellings are intended to be available to the local affordable housing market.

Relevant planning history

- 8 17/02235/FUL The development of redundant lock up garages to provide 6 no. 2 bedroom houses - Withdrawn.
- 9 17/03274/FUL Development of redundant lock up garages to provide 4 no. 2 bedroom houses - Withdrawn.

Policies

10 National Planning Policy Framework (NPPF)

11 Core Strategy (CS)

- LO1 Distribution of Development
- LO4 Development in Swanley
- SP1 Design of New Development
- SP5 Housing Size and Type
- SP7 Density of Housing Development
- SP11 Biodiversity

12 Allocations and Development Management Plan (ADMP)

- SC1 Presumption in Favour of Sustainable Development
- EN1 Design Principles
- EN2 Amenity Protection
- EN4 Heritage Assets
- T1 Mitigating Travel Impact
- T2 Vehicle Parking
- T3 Provision of Electrical Vehicle Charging Points

Constraints

13 The site lies within the following constraints -

- Urban confines of Swanley
- Area of Archaeological Potential
- Source Protection Zone 3

Consultations

14 Swanley Town Council -

Objection and reasons:

- Loss of light
- Loss of amenities
- No close access for emergency services (60 metres away)
- Loss of privacy
- Reduced parking in an area where there is already insufficient
- Restricted access to Swanley Park
- Restricted disabled access
- Over intensification of site
- Should permission is granted, West Kent Housing to present a traffic management plan to cover both contractors and residents for the duration of the site development.
- The Design and Access Statement incorrectly states 'Former disused lock up garages.' These are in sound condition.

- Severe parking issues
- Excessively cramped housing development
- No consideration of the existing residents
- Severely restricted emergency vehicles access
- Residents will have to carry refuse 65 metres to a collection point

- 15 Kent County Council Highways Development Planner -
- 16 “the latest drawings submitted indicate a total of 12 parking spaces available. This is to accommodate 6 spaces for the proposed flats and 6 spaces for the displaced vehicles as a result of the demolition of the garage court. The latest parking survey undertaken on 10th / 13th September 2019 on the local roads indicated that there are sufficient on-street spaces available to accommodate any overspill. I can therefore conclude that provided the 12 parking spaces can be conditioned such that they are not allocated to specific flat units and not for the exclusive use of the new residents, then I raise no objection to the parking provision.
- 17 As previously stated I would recommend that a Condition requiring the submission and approval of a Construction Management Plan prior to any works commencing.
- 18 I am therefore not raising any objection on highway grounds to this application.
- 19 Please advise the applicant that they will require the separate consent of KCC Highways for any works to the existing public highway.”
- 20 Sevenoaks District Council Direct Services Recycling Co-ordinator -
 “We would prefer if both types of bin show on the plan were of the large 1100 litre type of bin so enough space would need to be made for that. If possible, provisions would need to be made to prevent vehicles from parking in the turning head so our waste collection vehicle can carry out waste collection and exit the road in a forward motion.”
- 21 Kent County Council Archaeological Officer -
 No comment.

Representations

- 22 We received 29 letters of objection relating to the following issues:
- The methodology of the parking survey carried out
 - Impact of parked vehicles on highways safety
 - Lack of parking provision within the development and the surrounding streets
 - Access for emergency vehicles
 - Loss of light
 - Disabled access

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- Density
- Loss of privacy
- Overlooking
- Being fenced in
- Disturbance of boundary walls
- Disturbance whilst the building work takes place
- Refuse storage and limitations to collection
- Access for disabled residents
- Development on a higher level than neighbouring properties
- Access to Swanley Park
- Alternative sites for housing
- Overlooking and loss of privacy
- Overcrowding and a sense of enclosure
- The need to fell trees
- Drainage
- Height of the building
- Creation of alleyways and crime
- Lighting within the area
- Disposal of asbestos from the site
- Out of date and quality of the submitted parking survey
- Limited local bus service
- This is another application from West Kent Housing Association
- Disabled and elderly residents could become isolated
- Access for grass cutting machines and delivery vans
- Impact of the construction phase on parking and highways safety
- Usability and affordability of the existing garages

Chief Officer Planning & Regulatory Services appraisal

23 The main planning consideration are:

- Principle of the development
- Parking provision and impact on highways safety
- Design and impact on the character and appearance of the area
- Impact on residential amenity
- Impact on the Area of Archaeological Potential
- Trees, landscaping and biodiversity

24 Principle of the development

25 The site falls within the built confines of Swanley and so policies L01 and L04 of the Core Strategy apply. These policies advise that development will be focused within the built confines of existing settlements, with provision in Swanley for approximately 660 residential dwellings throughout the town on a range of sites in the urban area.

26 The site is suited to accommodate additional residential development given the fact that site is previously developed land, sited adjacent to existing

residential development and it is located close to the services offered within Swanley Town Centre.

- 27 The proposal therefore complies with policies LO1 and LO4 and the principle of the development is one that can be accepted provided the development complies with all other relevant policies.
- 28 **Parking provision and impact on highways safety**
- 29 Paragraph 109 of the NPPF states that development should only be prevented or refused if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 30 Policy EN1 of the ADMP states that all new development should provide satisfactory means of access for vehicles and pedestrians and provide adequate parking.
- 31 Policy T1 of the ADMP requires new developments to mitigate any adverse travel impacts, including their impact on congestion and safety, environmental impact, such as noise and tranquillity, pollution and impact on amenity and health.
- 32 Policy T2 relates to vehicle parking, including cycle parking and requires provision in accordance with advice from the Highway Authority.
- 33 Policy T3 requires the provision of electrical vehicle charging infrastructure.
- 34 It is proposed to retain a vehicular access to the site, central to the front boundary of the plot. Pedestrian access is proposed to either side of the parking area to the front of the site, linking to the new dwellings and the existing surrounding residential development.
- 35 The development would provide twelve parking spaces. For a development of six, one bedroom flats in this location, six vehicle parking spaces are required. This leaves six parking spaces as surplus, which can be used by local residents.
- 36 The applicant has demonstrated that eight of the existing garages are currently let (40% occupation) but that only six vehicles are parked within the site. The additional six spaces would therefore provide for those who currently use the garage area for parking. This would result in no additional pressures on the parking that currently occurs on the street.
- 37 KCC Highways has considered the submission and concluded that the scheme would be acceptable provided the vehicle parking spaces are unallocated to either new residents or existing residents in order to maintain a degree of flexibility. To control this, an appropriate planning condition can be imposed. A construction management plan is also requested, to ensure that the construction phase does not impact highways safety. This can be secured by condition on any grant of planning permission.

- 38 It is also accepted that the additional traffic generation from the six new flats is unlikely to be significant compared with existing traffic flows and is therefore not a reason for objection on highway grounds.
- 39 Our Direct Services Recycling Co-ordinator, has raised the matter of refuse storage and collection. Further details of bin storage can be required by way of condition and access to the vehicle parking spaces within the application site can also be controlled. However, how the highway outside of the application site is used is outside of the control of any approval of planning permission for the development.
- 40 Local residents have expressed concern that the submitted parking survey is out of date and incorrectly carried out. The applicant has since updated the parking survey and its methodology. KCC Highways accepts the findings of the parking survey and the methodology used.
- 41 The site is approximately half a mile from Swanley Town Centre, and the services and facilities it provides. The use the local bus service is therefore the choice of the individual rather than it being a necessity. Moreover, the site is less than 1km of the Town Centre, within walking distance, so the development would not be wholly reliant on private car use/ownership.
- 42 In terms of any potential impact on access for emergency vehicles, the proposal does not result in any changes to the public highway. In addition, and as noted above, the development would provide parking for an additional six vehicles, which would have the effect of potentially relieving the pressures of the on-street parking situation. The development would therefore have no greater effect on the ability for emergency vehicles to enter the street compared with the existing situation.
- 43 The site would continue to provide access for those with disabilities and it would not preclude access to Swanley Park. If access continues to be required for grass cutting then smaller machinery can be employed to carry out the service. In addition, delivery vans would continue to be able to use the highway as they currently do.
- 44 Finally, further details of appropriate vehicle charging points can be requested by way of condition.
- 45 Overall, the development would preserve highway safety and would provide sufficient parking in accordance with the NPPF and policies EN1, T2 and T3 of the ADMP.
- 46 **Design and impact on the character and appearance of the area**
- 47 Policy SP1 of the Core Strategy and policy EN1 of the ADMP state that all new development should be designed to a high quality and should respond to and respect the character of the area in which it is situated.
- 48 The application site comprises blocks of lock up garages and an area of hardstanding that divides the two rows of garages. Surrounding the site to the south and east are terraced residential properties, all two storeys in height, and on the opposite side of the street is large building providing

supported housing for older people, which is two storey in height with accommodation in its roof.

- 49 The existing site possesses no architectural merit, and it could even be argued that the existing garages detract from the character and appearance of the area. The redevelopment of the site to provide new dwellings, therefore, represents a significant improvement on the visual appearance of the locality.
- 50 The proposal includes the erection of a block of six flats with off-street parking to its frontage. The development would be two storeys in height, with pitched roofs with hipped ends to both flanks of the building. The building would front onto Northview and set slightly forward of the rear of 48 Northview.
- 51 The principle of the erection of a block of flats is considered acceptable given the mixed character of the local area. The building is designed and finished to respect and complement the prevailing residential character of the area. The building opposite is larger in scale, has slate effect roof tiles and a mix of brickwork, horizontal timber cladding and metal sheet cladding.
- 52 The layout of the development would respect the prevailing character and appearance of the area, providing appropriate spacing to the surrounding properties. In terms of the density of the development, the density of development locally is approximately 38 dwellings per hectare. The density of the proposed development would be 54 dwellings per hectare. This meets the requirements of policy SP7 of the Core Strategy in that the development achieves a density of 40 dwellings per hectare. As such, it is not considered that the development would appear cramped within the context of the street scene or an over intensification of built form within the site.
- 53 It is noted that the site is not level with neighbouring properties, being higher than those properties to the east but lower than those to the south. The development would be greater in height when compared with the neighbouring terraced properties, but it would be of a similar height to the building opposite that provides accommodation for older people. In the context of the street scene, this approach would not be unacceptable given the existence of the building opposite and that the development is providing flats.
- 54 Overall, the proposal would be of an acceptable design that would respect the character and appearance of the area. As such, the proposals are considered to be in accordance with the NPPF, policy SP1 of the Core Strategy and policy EN1 of the ADMP.

55 Impact on residential amenity

- 56 Policy EN2 of the ADMP requires that any development should safeguard the amenities of existing and future occupiers of nearby properties and would provide adequate residential amenities for future occupiers of the development.

- 57 Due to the prevailing residential character of the area, the development would not result in excessive noise, vibration, odour, air pollution, activity or vehicle movements.
- 58 The introduction of built form of greater bulk, mass and form than the existing garages has the potential to impact on daylight and sunlight, outlook and privacy of the surrounding properties to the site.
- 59 The neighbouring properties include 1-4 Kettlewell Court to the east and 40-48 Northview to the south of the site. All other nearby properties would be sufficient distance away from the proposed development to ensure that the amenities of the occupiers of these properties would be safeguarded. This includes the housing for older people opposite the site.
- 60 1-4 Kettlewell Court is a terrace of properties, two storey in design and situated on a slightly lower level to the application site. The development would be sited to the west of these neighbouring properties with a separation distance of approximately 21m, increasing to 23m where the rear of the building steps away from the neighbouring terrace. The proposal would, therefore, not cause a detrimental loss of daylight or sunlight to the occupiers of 1-4 Kettlewell Court.
- 61 Nos. 1-4 Kettlewell Court possess rear facing windows that face towards the application site. However, the outlook from these windows would not be impeded by the development due to the proposed distance of separation. A reasonable outlook from the rear amenity areas of these properties would be retained.
- 62 The proposed building would possess a number of rear facing windows that would face onto the rear of 1-4 Kettlewell Court, which possess rear windows of their own. The northern end of terrace property (No.1) possesses front and rear facing bedroom windows at first floor level. However, as previously mentioned the 21m and 23m separation distances between the proposed block of flats and this terrace of properties to the east, it is considered that no detrimental overlooking or loss of privacy would occur to the occupiers of 1-4 Kettlewell Court.
- 63 40-48 Northview is a terrace of two storey properties sited upon a raised level to the application site. The development would be sited approximately 14m to the north of these neighbouring properties. The proposal would pass the 45 degree angle test in both plan and elevation. Given this, and the proposed relationship between the development and the neighbouring properties, the proposal would not cause a detrimental loss of daylight or sunlight to the occupiers of 40-48 Northview.
- 64 The terrace of properties of 40-48 Northview possess rear and side facing windows that would face onto the site. However, outlook from these windows would not be impeded by the development due to the proposed relationship and the distances of separation retained. A reasonable outlook from the rear amenity areas of 40-48 Northview would be retained.
- 65 The southern flank of the proposed building would possess a first floor window, and the rear elevation would possess first floor windows and a

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balcony to the south-eastern corner of the building to serve ‘Flat 6’. The side window would be secondary and so could be controlled by an obscure glazing condition. The rear facing windows would generally have an oblique outlook towards the terrace of properties to the south. Where the view is not oblique, the separation distance between properties is acceptable in the context of this urban location. The balcony would provide a view down into the neighbouring terrace to the south. However, details of a privacy screen could be requested by way of condition to mitigate this issue.

- 66 Overall, no overlooking or loss of privacy would therefore occur to the occupiers of 40-48 Northview.
- 67 Representations have raised a concern regarding being fenced in, overcrowding and a sense of enclosure. Whilst additional fencing is proposed to be erected within the site, access through the site would remain. In addition, as noted above, appropriate spacing is proposed between the development and the neighbouring dwellings. No overcrowding or detrimental sense of enclosure would therefore occur.
- 68 A construction management plan is proposed to be requested by condition. This can include details of the timing of construction works to take place on the site due ensure the existing residential amenity of neighbours is not unduly impacted by the development during construction phase.
- 69 The future occupiers of the development would generally be provided with adequate residential amenities for future occupiers given the urban nature of the area.
- 70 Overall, the development would safeguard residential amenity in compliance with the NPPF and policy EN2 of the ADMP.

71 Impact on the Area of Archaeological Potential

- 72 The NPPF also states that great weight should be given to the conservation of heritage assets (para.193).
- 73 Policy EN4 of the ADMP states that proposals that affect a Heritage Asset, or its setting, will be permitted where the development conserves or enhances the character, appearance and setting of the asset.
- 74 The proposal comprises the redevelopment of the site to which the ground has already been disturbed. However, the County Archaeological Officer has not raised any concerns regarding the scheme, and has not requested any conditions, given that the land has already been previously disturbed.
- 75 It is therefore the case that the development would conserve the significance of the Area of Archaeological Potential in accordance with the NPPF and policy EN4 of the ADMP.

76 Trees, landscaping and biodiversity

- 77 Policy SP11 of the Core Strategy states that the biodiversity of the District will be conserved and opportunities sought for enhancements to ensure no

net loss of biodiversity. Policy EN1 of the ADMP states that trees should be incorporated into the layout of development.

- 78 The site currently possesses no trees of importance and so none would be lost. The development provides an opportunity to improve the current situation with regards the landscaping of the site. Details of this can be secured by way of condition.
- 79 There is a line of unprotected trees adjacent to the site within Swanley Park but these trees would not be affected by the development.
- 80 Ecological enhancements can also be sought by way of condition to ensure that there is an ecological gain.
- 81 Therefore, the development would be in accordance with the NPPF and policy SP11 of the Core Strategy and policy EN1 of the ADMP.

Other issues

- 82 The comments received from the Town Council and local residents include a number of matters not yet addressed above but will be considered below.
- 83 The footpaths and alleyways created, both within the site and outside of it, would benefit from natural surveillance from the existing properties and the proposed units. This would serve to deter crime in the local area.
- 84 How the development is proposed to be lit can be controlled by way of condition.
- 85 We have no control over the number of applications made by the applicant, or indeed any applicant.
- 86 As noted above, the previous application was withdrawn and so no formal decision was issued on the proposal. This application has been considered on its own merits and is deemed acceptable.
- 87 It may well be the case that there are other sites that could be developed for housing. However, we have been asked by the applicant to consider the merits of the proposed development on this site.
- 88 In this instance, drainage would be a matter for building regulations and not for the planning system. Moreover, the site is not within an area prone to surface water flooding, as identified by the Environment Agency.
- 89 If any damage of property, including that to boundary treatments, would be a civil matter between the parties involved.
- 90 The disposal of asbestos is controlled by other legislation and so there is no requirement to control it in this instance.
- 91 Finally, the usability and affordability of the existing garages is not material to the consideration of this planning application.

Community Infrastructure Levy (CIL)

92 This proposal is CIL liable and there is no application for an exemption.

Conclusion

93 As highlighted in the report above the proposed development accords with the NPPF and our adopted development plan.

94 As the Council cannot demonstrate a 5 year housing supply at this time, paragraph 11d) of the NPPF is engaged (the titled balance). The recommendation is for approval and the need to deliver housing adds further weight in favour of granting planning permission.

95 It is therefore recommended that this application is GRANTED.

Background papers

Site and block plan

Contact Officer(s): Mike Holmes : 01732 227000

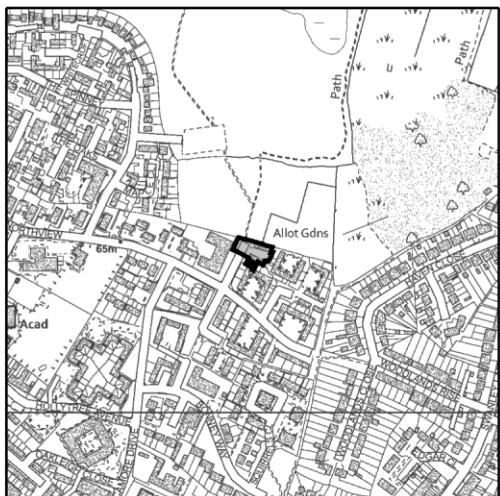
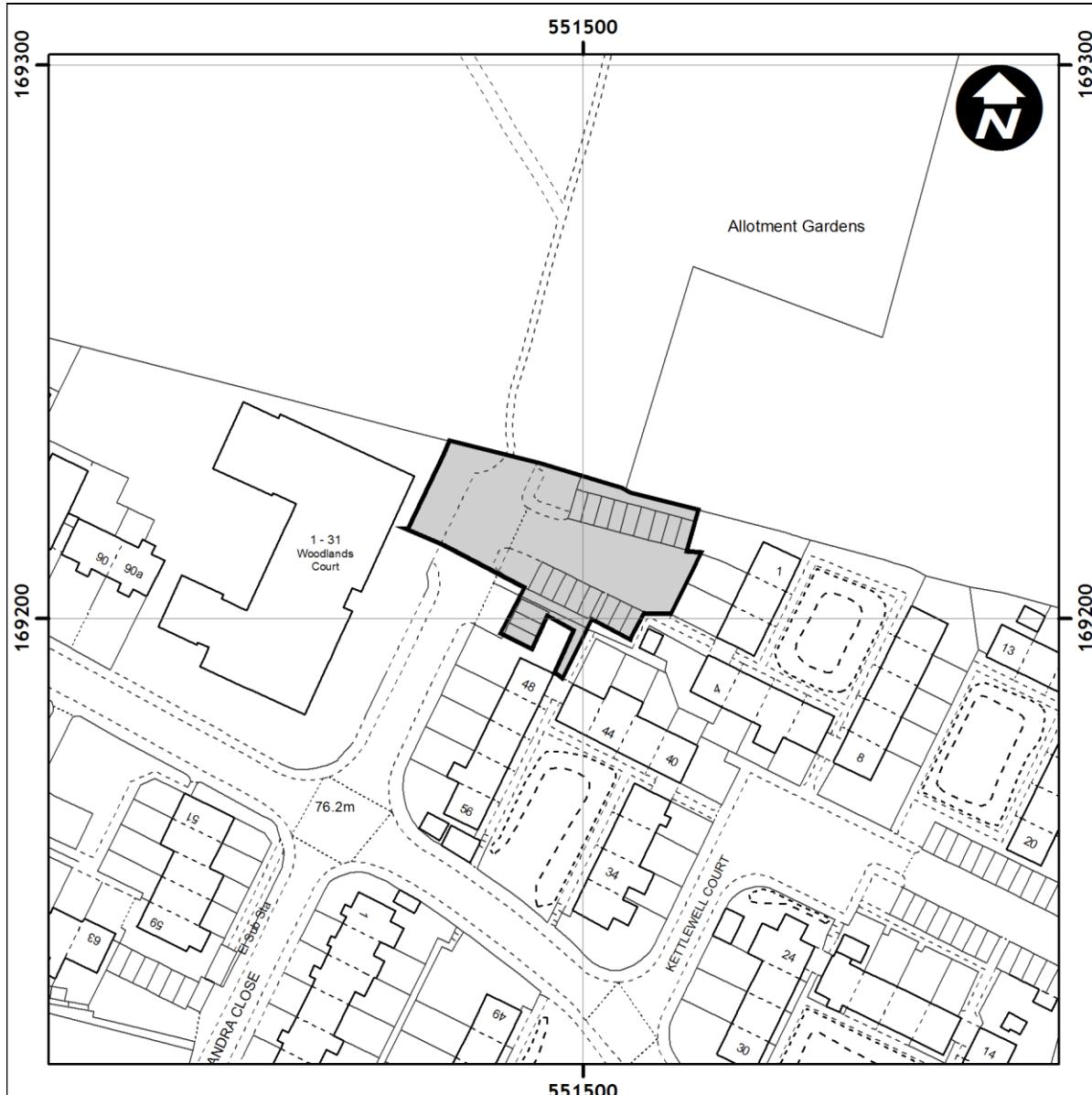
Richard Morris
Chief Officer Planning & Regulatory Services

Link to application details:

<https://pa.sevenoaks.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

Link to associated documents:

<https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PR8BY4BKINT00>



Site Plan

Scale 1:1,250

Date 17/10/2019



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Ordnance Survey 100019428.

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BLOCK PLAN

