

## **OFFICER REPORT FOR COMMITTEE**

**DATE: 16 December 2020**

**P/19/0121/FP  
TAKAMAKA LTD**

**WARSASH**

ERECTION OF ONE 3-BED DETACHED DWELLING ON FRONTAGE (PLOT 1)  
AND ONE 5-BED DETACHED DWELLING (PLOT 3) & CAR PORT TO REAR

9-11 FLEET END ROAD, WARSASH

### ***Report By***

Susannah Emery – direct dial 01329 824526

### ***1.0 Introduction***

- 1.1 The application is reported to the Planning Committee as five third party letters of representations have been received.
- 1.2 This application was originally submitted in February 2019 seeking planning permission for demolition of the existing bungalow at No.9 Fleet End Road and erection of three dwellings; one on the frontage (Plot 1) and two to the rear of the site (Plots 2 & 3). Due to the difficulties in securing nitrates mitigation at that time a further application was submitted in June 2019 for demolition of the existing dwelling and erection of a replacement dwelling on Plot 2. The replacement dwelling did not result in additional residential development and therefore did not require nitrates mitigation. That application was permitted in July 2019 (an alternative scheme also being permitted in July 2020) and the current application now before Members for consideration was amended to exclude Plot 2.

### ***2.0 Site Description***

- 2.1 The application site lies within the urban area. The site incorporates the former residential curtilage of No.9 Fleet End Road, which was previously occupied by a detached bungalow, and also the end of the rear garden of No.11 Fleet End Road. The existing bungalow has been demolished and the construction of a detached replacement 5-bed dwelling to the rear of the built-up frontage (Plot 2) is now underway.
- 2.2 The two frontage properties (No. 9 & 11) originally had very long sloping rear gardens measuring in excess of 50m and 65m respectively. At the eastern boundary of the site is a stream and beyond that an area of woodland. The residential cul-de-sac of Shorewood Close extends to the south of the site.

### **3.0 Description of Proposal**

- 3.1 Planning permission is sought for the erection of a detached 3-bed two storey dwelling on the site frontage (Plot 1) in the position where the bungalow originally stood and an additional 5-bed dwelling (Plot 3) to sit alongside the dwelling under construction at the rear of the site (Plot 2).
- 3.2 Plot 1 would be provided with two car parking spaces on the site frontage. Plot 3 would have a double car port with an additional car parking space and turning area.
- 3.3 A buffer planting zone is proposed at the end of the rear gardens to Plots 2 & 3 abutting the stream and adjacent woodland.
- 3.4 Cycle storage sheds are proposed for each dwelling and a bin collection point would be provided adjacent to Fleet End Road

### **4.0 Policies**

- 4.1 The following policies apply to this application:

#### **Adopted Fareham Borough Core Strategy**

CS2: Housing Provision

CS4 Green Infrastructure, Biodiversity and Geological Conservation

CS5: Transport Strategy and Infrastructure

CS6: The Development Strategy

CS9: Development in the Western Wards & Whiteley

CS15: Sustainable Development & Climate Change

CS17: High Quality Design

CS20: Infrastructure & Development Contributions

#### **Adopted Development Sites and Policies**

DSP1: Sustainable Development

DSP2: Environmental Impact

DSP3: Impact on Living Conditions

DSP13: Nature Conservation

DSP15: Recreational Disturbance on the Solent Special Protection Areas

#### **Other Documents:**

Fareham Borough Design Guidance: Supplementary Planning Document (excluding Welborne) December 2015

Residential Car Parking Standards 2009

## **5.0 Relevant Planning History**

The following planning history is relevant:

- 5.1 P/20/0426/FP - Demolition of Existing Bungalow and Erection of One 5-Bed Detached Dwelling with Detached Car Port & Garage on Plot 2 (Alternative to P/19/0615/FP to Include Enlargement of Plot, Basement Accommodation and Garden Terrace)  
Permission 13 July 2020
- 5.2 P/19/0615/FP - Demolition of Existing Bungalow and Erection of One 5-Bed Detached Dwelling to Rear & Carport (Plot 2)  
Permission 26 July 2019

## **6.0 Representations**

6.1 Five representations have been received raising the following concerns;

- Overdevelopment
- Increased traffic on congested road particularly at peak school drop off and collection times
- Loss of privacy to rear garden and rear facing windows
- High hedge on southern boundary removed prior to submission of planning application which would have secured privacy and should be reinstated
- The proposal could displace roadside parking to west side of Fleet End Road which would obstruct access and visibility to properties opposite
- Double yellow lines should be provided on west side of Fleet End Road
- Construction hours should be restricted by planning condition
- Fleet End Road is heavily used by school traffic both vehicular and on foot. The development should avoid significant disruption during the morning and afternoon periods
- Impact on wildlife
- Phase 1 ecological survey not completed until after clearance
- Clearance not undertaken at appropriate time of year and not handled sensitively
- The woodland area must not be used to dump waste materials and steps should be taken to prevent any contamination or blockage of the stream
- Potential for dwellings to be further extended in future
- Increased pressure on local education and health services

## **7.0 Consultations**

EXTERNAL

### ***Natural England***

- 7.1 The Council's Habitats Regulation Assessment outlines the development will result in a nutrient budget of approximately 1.4 kg TN/yr. We are satisfied the calculation has been carried out in accordance with the latest Natural England Solent nutrient advice.
- 7.2 The Appropriate Assessment outlines that the applicant will mitigate the development's nutrient budget by engaging with the approved Hampshire and Isle of Wight Wildlife Trust's nutrient offsetting scheme. Where the applicant has provided written confirmation that they will make an agreed and appropriate financial contribution towards the scheme to address the development's budget, and Fareham Borough Council, as competent authority, is satisfied that the approach will ensure the proposal is nutrient neutral and the necessary measures can be fully secured and delivered in perpetuity, then Natural England would raise no further concerns on this aspect of the proposals.
- 7.3 With regards to water use at the development, it is advised the rate of 110l/person/day is appropriately secured by condition with any planning consent.
- 7.4 This application is within 5.6km of Solent and Southampton Water SPA and will lead to a net increase in residential accommodation. Natural England is aware that Fareham Borough Council have adopted planning policy to mitigate against adverse effects from recreational disturbance on the Solent SPA sites, as agreed by the Solent Recreation Mitigation Partnership (SRMP). Provided that the applicant complies with the policy and the Bird Aware Definitive Strategy, Natural England is satisfied that the applicant has mitigated against the potential adverse effects of the development on the integrity of the European site(s), and would have no objection to this aspect of the application.
- 7.5 **Hampshire County Council (Highways)**  
No objection subject to conditions and to the frontage hedge being trimmed back and/or lowered to 0.6m to secure 2.4m by 43m visibility splays.

INTERNAL

### **Ecology**

- 7.6 It is regrettable that some of the habitats within the rear gardens (areas of scrub, trees and potentially overgrown grassland) have already been cleared, which are likely to have provided a suitable habitat for reptiles and amphibians. It is hoped that the clearance was carried out in accordance with the relevant wildlife legislation.
- 7.7 The Phase 1 Ecological Survey (Nicholas Ellis Jan 2019) states that the existing bungalow is of negligible potential to roosting bats and the gardens

are of low ecological value, either due to their management regime or previous clearance of the habitats. A stream forms the eastern boundary of the site, beyond which is a woodland connected to Locks Heath Areas 3 & 4 Site of Importance for Nature Conservation (SINC) located 40m to the south-east of the site. The report makes a sensible recommendation in relation to a planted buffer between the stream/woodland and the development site which I fully support.

- 7.8 No objection subject to conditions to secure a Construction Environmental Management Plan (CEMP) and biodiversity enhancements including details of the planting for the buffer.

### **Trees**

- 7.9 No objection subject to submission of a tree protection plan

## **8.0 *Planning Considerations***

- 8.1 The following matters represent the key material planning considerations which would need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- a) Principle of Development
- b) Impact on Character & Appearance of the Area
- c) Impact on Amenity of Neighbouring Properties
- d) Highways
- e) Trees & Ecology
- f) Impact on European Protected Sites

### **a) Principle of Development**

- 8.2 Policies CS2 (Housing Provision) and CS6 (The Development Strategy) of the adopted Fareham Borough Core Strategy place priority on reusing previously developed land within the defined urban settlement boundaries to provide housing. The National Planning Policy Framework (NPPF) excludes private residential gardens from being defined as previously developed land but sets out there should be a strong presumption in favour of sustainable development. It is recognised that garden sites can assist in meeting housing needs provided that the proposed development is acceptable in all other respects. The site is located within the defined settlement boundary such that the principle of re-development of the land is acceptable subject to all other material considerations.

### **b) Impact on Character & Appearance of the Area**

- 8.3 It is not considered that the proposal would have a detrimental impact on the character and appearance of the area. The proposed dwelling on Plot 1 would be two storey as opposed to a bungalow but this is considered to be more in keeping with the streetscene as the adjacent properties are both two storey. In Officers' opinion the proposed streetscene plan demonstrates that there would be no adverse impact on the appearance of Fleet End Road.
- 8.4 The site slopes down from Fleet End Road to the end of the rear gardens at the eastern boundary. This slope would reduce the height and prominence of Plot 2, which is under construction, and Plot 3 which would be positioned alongside. Development to the rear of the Fleet End Road frontage is not uncharacteristic of the area. The properties on Shorewood Close extend to the rear of Nos.15-19 Fleet End Road and abut the southern application site boundary. Therefore, whilst views of Plots 2 & 3 would be possible between the frontage properties on Fleet End Road this is considered to be no different to the existing views of properties on Shorewood Close.
- 8.5 There are a variety of different plot sizes within the surrounding area. The original plots of Nos 9 and 11 Fleet End Road were two of the largest plots with the only similar sized plot remaining being No.7 to the north. Where Shorewood Close has been constructed to the rear of Nos 15-19 Fleet End Road these garden lengths are greatly reduced and the plot sizes of the properties on Shorewood Close are typical of a modern residential estate. Plot 1 would have a rear garden measuring 12.5m in length which exceeds the required minimum length of 11m. Plots 2 & 3 are more irregular in shape due to the angle of the rear boundary but they would be larger than the plots of the adjacent properties to the south Nos 10,11 & 12 Shorewood Close and are considered to be of acceptable size measuring on average 15m in length.

**c) Impact on Amenity of Neighbouring Properties**

- 8.6 It is not considered that the proposal would have a detrimental impact on the living conditions of the occupants of the neighbouring residential properties in terms of loss of light, outlook or privacy.
- 8.7 The footprint of Plot 1 would be slightly forward of the existing bungalow and the proposed two storey dwelling would obviously be higher than the existing bungalow. However, the siting of Plot 1 would not impinge on any habitable room windows within the side elevations of Nos.7 and 11 Fleet End Road. It has been demonstrated that the two storey bulk of the dwelling would not breach a 45 degree line drawn from the closest first floor rear facing windows within No.7 Fleet End Road and there is a greater level of separation with No.11 so the extension beyond both neighbouring properties at the rear is considered to be acceptable.

- 8.8 Concerns have been raised that Plot 3 would result in unacceptable overlooking of adjacent properties. It is understood that there was previously a high hedge on the southern boundary of the site extending along the boundary with properties on Shorewood Close. The hedge was removed prior to the submission of the planning application. The proposed dwelling would have only oblique views towards the rear gardens of Nos 6, 10, 11 and 12 Shorewood Close and No. 7 Fleet End Road and would not result in direct overlooking. All first floor side windows would be conditioned to be obscure glazed and fixed shut to 1.7m above internal finished floor level. The Fareham Council Design SPD requires that first floor windows should be at least 11 metres from boundaries they look towards and this is achieved at the front of the properties with no development directly to the rear to overlook.
- 8.9 Details of boundary treatment have been submitted and these do not include for the replanting of the hedgerow on the southern boundary. It is proposed to retain the existing 1.8m high boundary fence which is considered acceptable in terms of protecting mutual privacy.

**d) Highways**

- 8.10 The existing site access would be widened to enable two way traffic to pass at the entrance to the site to prevent the need for a vehicle to wait on Fleet End Road if another vehicle is emerging. The car parking provision would accord with the standards set out within the Council's Residential Car & Cycle Parking SPD. There is also ample space available for on-site turning. The site layout demonstrates that adequate visibility splays could be provided at the entrance to the site.
- 8.11 A request has been made for double yellow lines on the west side of Fleet End Road as there are concerns that the proposal would displace on-street parking to the opposite side of the road which would restrict access/egress to these properties and obstruct visibility. Roadside parking is typical along this stretch of Fleet End Road and there is additional pressure at school drop off and collection times due to the proximity to Locks Heath Schools. Vehicles are typically parked on the eastern side of the road except at quieter times when larger gaps develop on the eastern side and it may become possible to park a vehicle on the western side. Officers do not agree that the proposal would significantly alter existing circumstances or be likely to displace vehicles to the opposite side of the road. Only a minimal amount of on-street parking would be lost as a result of the widening of an existing drive. It is not considered that the proposal would justify seeking a contribution towards a traffic regulation order and subject to securing the visibility splay there are no concerns regarding highway safety

### **e) Trees & Ecology**

- 8.12 There are no significant trees on the site however there is an area of woodland adjacent to the eastern boundary which extends into a SINC to the south-east. The relationship of Plots 2 & 3 to this woodland is considered to be acceptable given the length of the rear gardens. Details of tree protection fencing to form an exclusion zone at the end of the rear gardens to protect the woodland and stream environment during construction are included on the site plan.
- 8.13 It is acknowledged that the site was largely cleared prior to the Phase 1 ecology survey being carried out which may have removed suitable habitats for protected species. The site should have been cleared in accordance with the relevant wildlife legislation and there is no evidence to suggest otherwise. The submitted Phase 1 survey concludes that the site has negligible value for nature conservation and it is therefore considered that the proposal would be unlikely to have a significant negative impact on protected species subject to the provision of a Construction Environmental Management Plan (CEMP) and suitable biodiversity enhancements which would be secured by planning condition.

### **f) Impact on European Protected Sites**

- 8.14 Core Strategy Policy CS4 sets out the strategic approach to Biodiversity in respect of sensitive European sites and mitigation impacts on air quality. Policy DSP13: Nature Conservation of the Local Plan Part 2 confirms the requirement to ensure that designated sites, sites of nature conservation value, protected and priority species populations and associated habitats are protected and where appropriate enhanced.
- 8.15 The Solent is internationally important for its wildlife. Each winter, it hosts over 90,000 waders and wildfowl including 10 per cent of the global population of Brent geese. These birds come from as far as Siberia to feed and roost before returning to their summer habitats to breed. There are also plants, habitats and other animals within the Solent which are of both national and international importance.
- 8.16 In light of their importance, areas within the Solent have been specially designated under UK/ European law. Amongst the most significant designations are Special Protection Areas (SPA) and Special Areas of Conservation (SAC). These are often referred to as 'European Protected Sites' (EPS).



- 8.17 Regulation 63 of the Habitats and Species Regulations 2017 provides that planning permission can only be granted by a 'Competent Authority' if it can be shown that the proposed development will either not have a likely significant effect on designated European sites or, if it will have a likely significant effect, that effect can be mitigated so that it will not result in an adverse effect on the integrity of the designated European sites. This is done following a process known as an Appropriate Assessment. The Competent Authority is responsible for carrying out this process, although they must consult with Natural England and have regard to their representations. The Competent Authority is the Local Planning Authority.
- 8.18 The Council has completed an Appropriate Assessment to assess the likely significant effects of the development on the EPS. The key considerations for the assessment of the likely significant effects are set out below.
- 8.19 Firstly, in respect of Recreational Disturbance, the development is within 5.6km of the Solent SPAs and is therefore considered to contribute towards an impact on the integrity of the Solent SPAs as a result of increased recreational disturbance in combination with other development in the Solent area. The applicants have made the appropriate financial contribution towards the Solent Recreational Mitigation Partnership Strategy (SRMP) and therefore, the Appropriate Assessment concludes that the proposals would not have an adverse effect on the integrity of the EPS as a result of recreational disturbance in combination with other plans or projects.
- 8.20 Secondly in respect of the impact of the development on water quality as a result of surface water and foul water drainage, Natural England has highlighted that there is existing evidence of high levels of nitrogen and phosphorus in parts of The Solent with evidence of eutrophication. Natural England has further highlighted that increased levels of nitrates entering the Solent (because of increased amounts of wastewater from new dwellings) will have a likely significant effect upon the EPS.
- 8.21 A nitrogen budget has been calculated in accordance with Natural England's '*Advice on Achieving Nutrient Neutrality for New Development in the Solent Region*' (June 2020) which confirms that the development will generate 1.4 kg/TN/year. Due to the uncertainty of the effect of the nitrogen from the development on the EPS, adopting a precautionary approach, and having regard to NE advice, the Council will need to be certain that the output will be effectively mitigated to ensure at least nitrogen neutrality before it can grant planning permission.
- 8.22 The applicant has entered into a contract to purchase 1.5 kg of nitrate mitigation 'credits' from the Hampshire and Isle of Wight Wildlife Trust

(HIWWT). Through the operation of a legal agreement between the HIWWT, Isle of Wight Council and Fareham Borough Council dated 30 September 2020, the purchase of the credits will result in a corresponding parcel of agricultural land at Little Duxmore Farm on the Isle of Wight being removed from intensive agricultural use, and therefore providing a corresponding reduction in nitrogen entering the Solent marine environment. A condition will be imposed to ensure that the development does not commence on site until confirmation of the purchase of the credits from the HIWWT has been received by the Council.

- 8.23 Due to the potential presence of a hydrological link between the application site and the designated sites (stream on eastern boundary), it is considered that the proposal would be likely to result in an increased risk of pollution incidents from runoff water during the construction phase, if unmitigated. As such, a Construction Environmental Management Plan (CEMP) has been provided which will ensure that the development is appropriately managed and adequate measures are in place to prevent any pollution incidents. Therefore, it is concluded that the provision and implementation of an appropriate CEMP, will avoid any adverse effects on the integrity of EPS. A planning condition would be imposed to ensure development proceeds in accordance with the approved CEMP.
- 8.24 The Council's Appropriate Assessment concludes that the proposed mitigation and planning conditions will ensure no adverse effect on the integrity of the EPS either alone or in combination with other plans or projects. The difference between the credits and the output will result in a small annual net reduction of nitrogen entering the Solent. Natural England has been consulted on the Council's Appropriate Assessment and agrees with its findings. It is therefore considered that the development accords with the Habitat Regulations and complies with Policies CS4 and DSP13 and DSP15 of the adopted Local Plan.

## **Summary**

- 8.25 It is considered that the proposal complies with the relevant local plan policies and would not have a detrimental impact on the character or appearance of the area, the living conditions of the occupants of adjacent residential properties, highway safety, ecology, trees or result in an adverse effect on the integrity of European Protected Sites. The proposal is considered acceptable.

## **9.0 Recommendation**

- 9.1 GRANT PLANNING PERMISSION, subject to the following Conditions:

1. The development shall begin within 3 years from the date of this decision notice.

REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.

2. The development shall be carried out in accordance with the following approved documents:

- a) Location Plan drwg No. 611/04
- b) Location Plan (1:1000), Site Plan and Site Cross Section – drwg No. DNC/611/01 Rev A
- c) Plot 2 & 3 Floor Plans & Elevations & Car Ports – drwg No. DNC/611/02
- d) Plot 1 Floor Plans & Elevations, Site Side Elevations and Streetscenes – drwg No. DNC/611/03
- e) Schedule of External Materials and Finishes
- f) Boundary Treatment Plan – drwg No. BT/9-11
- g) Construction Environmental Management Plan (Takamaka Ltd May 2019) & Consturction Management Layout Phasing Plans
- h) Biodiversity Enhancements and Planting Scheme (March 2019)
- i) External Landscaping & Planting Plan LP9/11

REASON: To avoid any doubt over what has been permitted.

3. The development shall be carried out in accordance with the approved materials schedule unless otherwise agreed in writing with the Local Planning Authority.

REASON: To secure the satisfactory appearance of the development.

4. The approved scheme of boundary treatment (as set out within the materials schedule & drwg No. BT/9-11) shall be completed before the dwellings are first occupied or in accordance with a timetable agreed in writing with the local planning authority and shall thereafter be retained at all times unless otherwise agreed in writing with the local planning authority.

REASON: In the interests of residential amenity; in the interests of the visual amenity of the area.

5. The approved landscaping scheme shall be implemented and completed within the first planting season following the commencement of the development or as otherwise agreed in writing with the Local Planning Authority and shall be maintained in accordance with the agreed schedule. Any trees or plants which, within a period of five years from first planting, are removed, die or, in the opinion of the Local Planning Authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.

REASON: To ensure the provision, establishment and maintenance of a standard of landscaping.

6. The first floor windows proposed to be inserted into the side elevations of the dwellings hereby permitted shall be glazed with obscure glass and be of a non opening design and construction to a height of 1.7 metres above internal finished floor and shall thereafter be retained in that condition at all times.

REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent properties.

7. The rooflight windows proposed to be inserted within the roofslopes of Plot 3 hereby approved shall be constructed so as to have a cill height of not less than 1.7 metres above internal finished floor level. The windows shall thereafter be retained in this condition at all times.

REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent properties.

8. No dwelling, hereby approved, shall be first occupied until the approved parking and turning areas for that property have been constructed in accordance with the approved details and made available for use. These areas shall thereafter be kept available for the parking and turning of vehicles at all times unless otherwise agreed in writing by the Local Planning Authority following the submission of a planning application for that purpose.

REASON: In the interests of highway safety.

9. None of the development hereby approved shall be occupied until the bin collection point has been provided in accordance with the approved plan (drwg No. DNC/611/01 Rev A). This area shall be subsequently retained for bin collection at all times.

REASON: To ensure that the character and appearance of the development and the locality are not harmed.

10. No dwelling hereby permitted shall be first occupied until the 2.4m by 43m visibility splays have been provided at the site access junction with Fleet End Road in accordance with the approved details. The visibility splays shall thereafter be kept clear of obstruction (nothing over 0.6m in height) at all times.

REASON: In the interests of highway safety.

11. The car port hereby approved (Plot 3) shall be constructed in accordance with the approved plan. Thereafter, the car port shall be retained, without doors, at all times so that it is available for its designated purpose.

REASON: To ensure adequate car parking provision; in accordance with Policy CS17 of the Fareham Borough Core Strategy.

12. The development shall be carried out in accordance with the Section 6.0 Recommendations set out in the Phase 1 Ecological Appraisal Report (Nicholas Ellis, Jan 2019) unless otherwise agreed in writing with the Local Planning Authority.

REASON: To protect reptiles and bird and enhance biodiversity in accordance with Policy DSP13 of the Fareham Local Plan Part 2: Development Sites and Policies.
13. Development shall proceed in accordance with the approved Construction Environmental Management Plan (CEMP) unless otherwise agreed in writing with the Local Planning Authority.

REASON: To protect notable habitats in accordance with Policy DSP13 of the Fareham Borough Local Plan Part 2: Development Sites & Polices.
14. The development shall be carried out in accordance with the approved biodiversity enhancements and planting scheme unless otherwise agreed in writing with the local planning authority.

REASON: To enhance biodiversity in accordance with the Natural Environment and Rural Communities Act 2006 and the National Planning Policy Framework.
15. The dwelling hereby permitted shall not be occupied until details of water efficiency measures have been submitted to and approved in writing by the Local Planning Authority. These water efficiency measures should be designed to ensure potable water consumption does not exceed an average of 110l per person per day. The development shall be carried out in accordance with the approved details.

REASON: In the interests of preserving water quality and resources
16. No development shall take place until the Council has received the Notice of Purchase in accordance with the legal agreement between FBC, IWC and HIWWT dated 30 September 2020 in respect of the Credits Linked Land identified in the Nitrates Mitigation Proposals Pack.

REASON: To demonstrate that suitable mitigation has been secured in relation to the effect that nitrates from the development has on European protected sites.
17. No work relating to any of the development hereby permitted (Including works of demolition or preparation prior to operations) shall take place before the hours of 0800 or after 1800 Monday to Friday, before the hours of 0800 or after 1300 Saturdays or at all on Sundays or recognised public holidays, unless otherwise first agreed in writing with the Local planning authority.

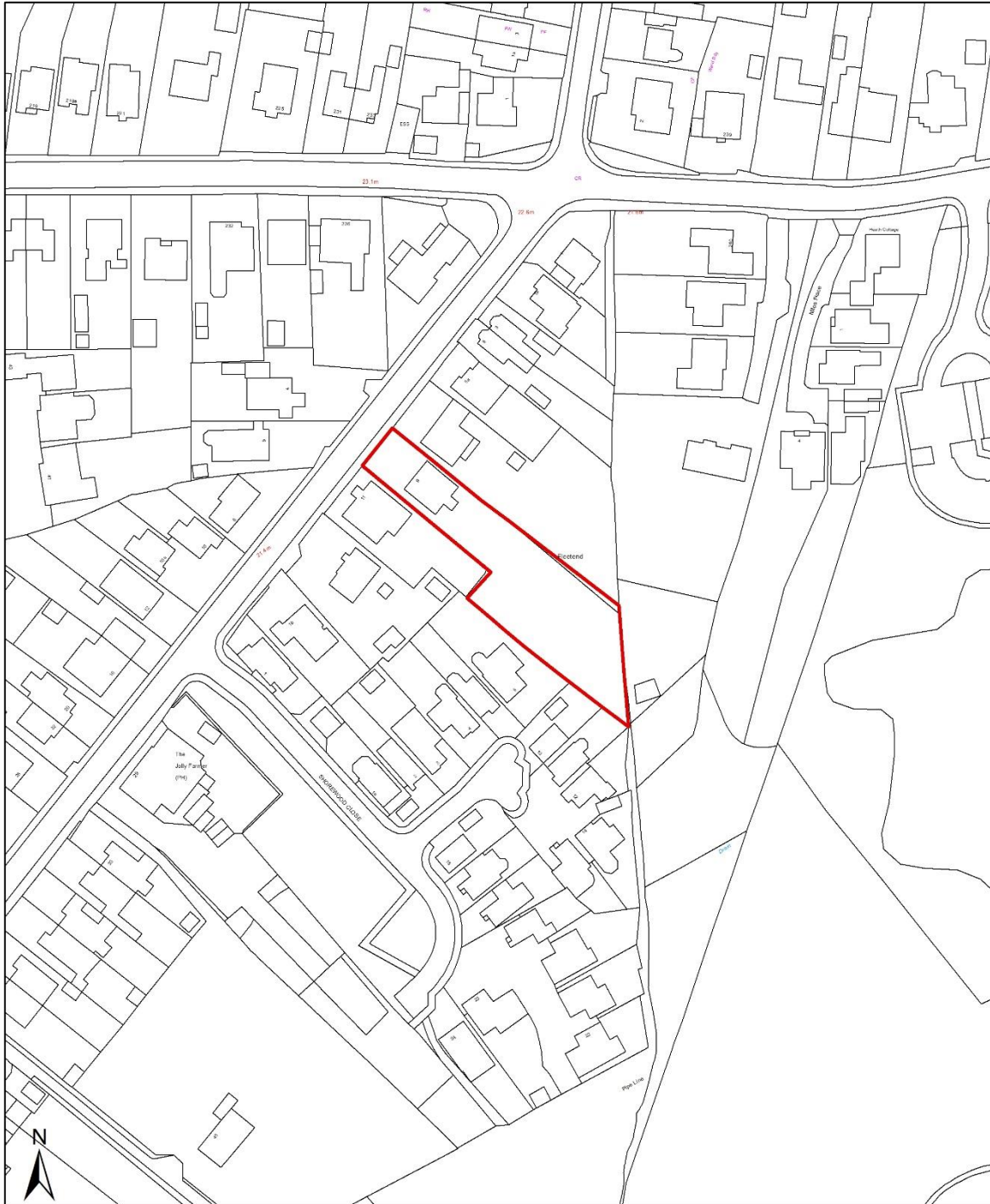
REASON: To protect the amenities of the occupiers of nearby residential properties; in accordance Policy DSP3 of the Development Sites and Policies Plan.

**11.0 *Background Papers***

P/19/0121/FP

# FAREHAM

BOROUGH COUNCIL



9-11 Fleet End Road  
Scale 1:1,250

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