

OFFICER REPORT FOR COMMITTEE

DATE:

**P/21/0148/FP
NEWRIVER RETAIL (GP3) LIMITED**

**LOCKS HEATH
AGENT: PETER KEENAN**

RECONGIFURATION OF EXISTING CENTRE WAY ACCESS ROAD, BUS LANE & SHOPPING CENTRE CAR PARK LAYOUT TO PROVIDE: A NEW ROUNDABOUT JUNCTION ON CENTRE WAY TO PROVIDE ACCESS TO MAIN CAR PARKS, ALTERATION TO THE PUBLIC CAR PARK LAYOUT TO ALLOW THE FUTURE DEVELOPMENT OF AREAS 1 AND 2, A ZEBRA CROSSING, PROVISION OF A NEW BUS TURNING FACILITY PROVIDED ON CENTRE WAY AT THE WESTERN END OF THE SHOPPING CENTRE, PROVISION OF A DECKED CAR PARK WITHIN THE STAFF PARKING AREA AND ASSOCIATED LANDSCAPE AND PUBLIC REALM IMPROVEMENTS CONNECTED WITH THE PROPOSALS.

LOCKS HEATH SHOPPING CENTRE, CENTRE WAY, LOCKS HEATH, SO31 6DX

Report By

Katherine Alger-01329 824666

1.0 Introduction

- 1.1 This application was first presented to the Planning Committee in September 2021. At the meeting Members raised concerns about the loss of the car parking spaces and how this could affect the vibrancy of the shopping centre. Member welcomed the redesign of the car park to allow the better flow of traffic and easier car parking.
- 1.2 Members resolved to defer the application to allow Officers the opportunity to discuss with the applicant the reconfiguration of the car park which does not result in the loss of any parking, to ensure that the vitality and viability of the centre is retained. Further information was also requested regarding how this proposal relates to future development of the area.
- 1.3 The following changes have been made since the application was considered by the Planning Committee in September 2021:
 - Reduction in the size of development Area 1 to accommodate 27 additional car parking spaces which would mean that there is no reduction in customer car parking spaces
 - Increasing the number of disabled car parking spaces from 17 to 21
 - Installation of a zebra crossing on the new roundabout. Prior to its installation, the need for the crossing will be subject to a period of

monitoring by HCC Highways. This will be subject to a Section106 planning legal agreement.

- A statement has been provided detailing the consequences of residential growth in the local area and the changes in demand on the local centre.

1.2 At the time of writing this report a further 197 representations raising objection and 2 representations raising support, have been received since the time of the previous Planning Committee.

2.0 Site Description

2.1 This application relates to Locks Heath Shopping Centre. The existing Centre is accessed via Centre Way which links to Locks Road to the east and Lockswood Road to the west. To the north and south of the site is an area of woodland and open space. To the east and south west of the site are residential dwellings. The site includes a number of retail units, offices and a public house.

3.0 Description of Proposal

3.1 The proposal is to reconfigure the existing car park and undertake the works summarised below:

- The Centre Way access road, bus lane and shopping centre car park layout will be re-configured improving circulation
- The existing Centre Way loop between the redundant Petrol Filling Station and the bus lane (alongside Genesis community Centre) will be removed
- The existing bus lane will be made into a two-way road connecting to Centre Way and used as the main access route for all vehicles.
- A roundabout junction will be provided on Centre Way to provide access to the main car parks
- Provision of a new bus turning facility provided on Centre Way at the western end of the shopping centre.
- Additional planting will be included within the car park
- Additional cycle parking spaces are provided
- Provision of a decked car park above the existing staff parking area to serve future development
- Provision of car deck to provide 66-spaces
- Installation of zebra crossing

4.0 Policies

4.1 The following policies apply to this application:

Adopted Fareham Borough Core Strategy

CS2: Housing Provision

CS3: Vitality and Viability of Centres
CS4: Green Infrastructure, Biodiversity and Geological Conservation
CS5: Transport Strategy and Infrastructure
CS6: The Development Strategy
CS17: High Quality Design

Adopted Development Sites and Policies

DSP1: Sustainable Development
DSP3: Impact on Living Conditions
DSP35: Locks Heath District Centre

Other Documents:

Fareham Borough Design Guidance: Supplementary Planning Document
(excluding Welborne) December 2015
Residential Car Parking Standards 2009

5.0 *Relevant Planning History*

5.1 The following planning history is relevant:

There is no relevant planning history for this application.

6.0 *Representations*

6.1 A total of 299 representations have been received on this application. These comments have been received from local residents, businesses and The Fareham Society.

Support

Ten representations have been received and are summarised below:

- a) Beneficial to centre
- b) Car park never at full capacity
- c) Additional housing will encourage footfall
- d) More parking for staff
- e) Bus stop in good position
- f) Make parking easier
- g) Safer for pedestrians
- h) Better access to shops
- i) More efficient layout
- j) Encourage people to shop locally
- k) Road layout should be improved
- l) Make centre more functional

Objection

Two hundred and ninety one comments have been received and are summarised below:

- a) Insufficient parking spaces
- b) Car park is busy during peak times
- c) Lack of consultation on application
- d) Surveys carried out during pandemic
- e) Existing parking bays too narrow
- f) Highways safety
- g) Will result in an increase in housing on Areas 1 and 2
- h) Loss of parking at doctor's surgery
- i) Will reduce diversity of shops
- j) Will result in reduced footfall
- k) No infrastructure for housing
- l) Inappropriate location for housing development
- m) Affect elderly population
- n) Inappropriate location for bus stop
- o) Residents will use other local centre (i.e. Whiteley and Hedge End)
- p) Increased congestion
- q) Increase in pollution
- r) Statement of Community Involvement only looked at local residents and not users of car park
- s) Loss of privacy from parking deck
- t) Contrary to local, strategic and national policies
- u) Will result in parking in nearby streets
- v) Insufficient number of disabled parking spaces
- w) Affect vitality and viability of town centre
- x) Proposed parking to north of centre would result in a longer walk to centre
- y) Removal of trees
- z) Insufficient toilet facilities within centre
- aa) Lack of construction phasing plan that outlines likely schedule of works and construction phase and any impact assessment
- bb) No details on construction supplies and materials
- cc) Disturbance during construction
- dd) Affect on businesses during construction
- ee) Lack of electric charging points
- ff) Site too small for population
- gg) Impact on character of village
- hh) Visual impact of parking deck
- ii) No requirement for housing within this location
- jj) Impact flow of traffic
- kk) Noise and disturbance
- ll) No consideration to help reduce crime and anti-social behaviour

7.0 Consultations

EXTERNAL

HCC Highways

- 7.1 No objection, subject to conditions. The Highway Authority has however questioned the need for the zebra crossing. This will therefore be subject to a period of monitoring by HCC, and if deemed necessary, the crossing will be installed.

INTERNAL

Tree Officer

- 7.2 No objection, subject to conditions requiring compliance arboricultural method statement.

7.3 Planning Policy

No objection

8.0 Planning Considerations

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

- a) Principle of development
- b) Housing Allocation
- c) Design of parking deck and impact on character of surrounding area
- d) Impact on residential amenity
- e) Highways
- f) Trees
- g) Other matters raised in objections

a) Principle of development

- 8.2 Policy CS3 Vitality and Viability of Centres states that '*Development proposals within the Borough's identified centres will be encouraged to promote competition and consumer choice, whilst maintaining and strengthening the individual character, vitality and viability of the centre. Development will be permitted provided it maintains the current hierarchy of the retail centres. Whilst each centre will be developed to promote its unique identity, the overall retail hierarchy should be adhered to.*

- 8.3 The proposed reconfiguration of the car park would enhance the layout of the car park. Therefore, it is considered to maintain and strengthen the individual character, vitality and viability of the centre. Concerns have been raised that the proposal will reduce the diversity of the shops and footfall to the centre

leading to residents shopping elsewhere. However, it is not considered that that the proposal would result in reduced diversity or reduced footfall to the centre. The proposal is therefore compliant with Policy CS3.

8.4 Policy DSP34 (Development in District Centre, Local Centres and Local Parades) states that *'Proposals that will result in the expansion of existing Local Centres of Parades will be permitted provided that:*

- i. It is of an appropriate scale and will not adversely impact upon the hierarchy of Centres as set out in Core Strategy Policy CS3: Vitality and Viability of Centres;*
- ii. It provides a suitable use for the proposed location; and*
- iii. Adequate parking is provided*

8.5 It is considered that the reconfiguration of the car park and parking deck would be of an appropriate scale and would not adversely impact the hierarchy of the Local Centre. Therefore, the proposal complies with part (i).

8.6 The use would be suitable for the site as the car park serves the Local Centre and the parking deck would provide parking for staff members. Therefore, complies with part (ii).

8.7 The number of parking spaces would remain the same with 603 spaces which is sufficient for the existing and future demand and therefore the proposal complies with part (iii).

8.8 The proposal therefore complies with Policy DSP34.

8.9 Policy DSP35 (Locks Heath District Centre) states that *'Proposals for the expansion and/or redevelopment of Locks Heath District Centre will be permitted for the following uses:*

- i. Additional convenience floorspace of up to 2000sqm;*
- ii. Additional cafes, restaurants and comparison retail units of a scale appropriate to the District Centre*

Proposals will be required to ensure that:

- i. Any new development is well-related and interconnected with the existing centre, and the surrounding residential footpath network;*
- ii. The Community Centre and Library are either retained or incorporated into new buildings in the Centre*
- iii. Sufficient levels of parking are provided to accommodate both new and existing uses;*

- iv. The scale of any new development is appropriate to its location and will not have a detrimental impact on the existing businesses within the Centre;*
- v. An acceptable amount of high quality and usable public open space is retained in the vicinity of the Centre;*
- vi. It has no adverse impact on the amenity of existing development both within, and adjacent to, the Centre*

- 8.10 The development would be well-related and interconnected with the existing centre and the surrounding residential footpath network. It would enhance the interconnectivity between car park and the retail units. Therefore, the proposal complies with part (i).
- 8.11 The development would retain the Community Centre and the Library. Therefore, complies with part (ii).
- 8.12 Amendments have been sought to increase the number of car parking spaces. Therefore, there would be no loss of car parking. The number of customer car parking spaces would increase from 407 to 413 due to the re-location of staff parking to the parking deck. The overall number of parking spaces is considered to be sufficient for the Local Centre.
- 8.13 The scale of the development is considered to be appropriate for its location. Furthermore, it is considered to improve the layout of the existing car park and the parking deck would provide sufficient parking for staff members of the local businesses. Therefore, the proposal would comply with part (iv).
- 8.14 The development only relates to the car parking area and there would be no changes to the public open space within the vicinity. Therefore, the proposal complies with part (v).
- 8.15 The proposal would not have an adverse impact on the amenity of existing development both within and adjacent to the Centre and therefore complies with part (vi).

b) Housing Allocation

- 8.16 Two parts of the district Centre are subject to an emerging allocation for 65 dwellings under emerging policies HA36 and HA37 (Areas 1 and 2). To deliver these allocations highway changes are required in order to facilitate future development within the site. This is highlighted by point (g) of draft Policy HA36, and this application is considered to be enabling works for those allocations to proceed.

- 8.17 These policies are in the Submitted Local Plan and whilst not currently adopted policies within the Local Plan, they attain a level of weight commensurate with the now submitted local plan, currently at examination. The emerging allocation policies, which included HA36 and HA37 have been subject to public consultation in earlier drafts of the Local Plan and will be considered in detail at the Local Plan Examination in Spring 2022.
- 8.18 A number of third-party objections raised concerns regarding the development of Areas 1 and 2 and how the increase in housing will impact the area and put additional pressure on local infrastructure.
- 8.19 This application is not seeking approval for the development of Areas 1 and 2 and therefore the concerns raised regarding additional housing are not considered relevant to the determination of this application. This application is only for improvements to the highway and any future housing development will be considered as part of a separate planning application. Any future housing application will consider the car parking arrangement for the sites and will need to have full regard to the Council's adopted Residential Car Parking Standards SPD.
- 8.20 The applicant has confirmed that the development Areas will be surrounded by fencing. There is currently a fencing around development Area 1 which will be extended. Additionally, development Area 2 will also be separated by fencing. A condition will be imposed to ensure that the fencing is installed within 1 month of the completion of the car park alterations.

c) Design of the parking deck and impact on character of the surrounding area

- 8.21 The parking deck would be located at the north western corner of the site behind the existing retail units. It would be of a suitable scale and appearance and would not be higher than the existing buildings within the centre. The parking deck would be predominantly screened by the existing buildings when viewed from the existing centre car park. Furthermore, due to the existing woodland to the west of the site, it would not be visible from Lockswood Road.
- 8.22 It is therefore considered that the parking deck would be a suitable addition to the car park and would have regard to the character of the surrounding area.

d) Impact on Residential Amenity

- 8.23 Concerns have been raised that the proposed car parking deck would amount to loss of privacy to the nearby residential occupiers. An area of woodland and a separation distance of approximately 168 metres separates the proposed parking deck from the nearby residential occupiers to the west within Strawberry Hill. Locks Wood and a separation distance of approximately 161

metres separates the proposed development from the nearest residential properties to the north of the site within Moorland Close. There would also be a separation distance of approximately 150 metres separating the parking deck from the nearest residential occupiers to the south in Ilex Crescent. Finally, the existing buildings within the centre would screen the parking deck from the nearby properties to the east in High Oaks.

- 8.24 There are some first-floor residential flats located within the Centre. However, there would be a 40 metre separation distance between the car parking deck and the residential flats.
- 8.25 Therefore, having regard to the large separation distance between the nearest residential properties, it is not considered that the car parking deck would result in any unacceptable adverse impact on the amenities of the surrounding residential occupiers.

e) Highways

Proposed Site Access Arrangements

- 8.26 The proposed site reconfiguration will include a number of changes to the internal site access arrangements. The site will be accessed from Centre Way with it connecting to Locks Road to the east and Lockwood Road to the west.
- 8.27 The existing Centre Way loop between the former Petrol Filling Station and the bus lane (alongside the Genesis Community Centre) will be removed and the existing bus lane will be made into a two-way road which will form the main access route for all vehicles
- 8.28 Car Parks 1, 2, 3 and 4 will be amalgamated and will be served by a three-arm roundabout junction on Centre Way. All other junctions will remain as existing.
- 8.29 The reconfiguration of the car park, the Centre Way access road, bus lane and shopping centre car park layout will be reconfigured to improve circulation.

Parking

- 8.30 In terms of parking, the Non-residential Car Parking Standards Supplementary Planning Document states that for food and non-food retail development, 1 space per 14sqm should be provided. The existing shopping centre ground floor area is 9000 sqm which equates to the requirement for 643 parking spaces. However, the Non-residential Car Parking Standards states that '*departures from standards may be applicable for sites within Fareham Town Centre and other local centre to take account of their distinct characteristics and existing provision of public car parking spaces*'. Therefore, having regard

to the fact that Locks Heath Centre is sustainably located and is readily accessible by walking, cycling and bus for a large proportion of the local community. Furthermore, the number of overall car parking spaces would be retained and the number of customer car parking spaces would increase from 407 to 413 due to the addition of the staff car parking deck.

- 8.31 Further, the submitted Transport Assessment (TA) identifies that a parking assessment demonstrates the current and future parking provision is sufficient. The surveys were carried out between September 2014 and September 2020 which is a suitable period to carry out the assessment. Despite concerns being raised that the car park is busy in peak times, the accumulation graphs demonstrated that the shopping centre car park is predicted to operate within capacity.
- 8.32 The car parking spaces are considered to be of a suitable size in accordance with the required standards.
- 8.33 The requirement for disabled parking is also set out on the SPD. The standard states that 6% of total car parking spaces (1 space minimum) should be provided. This equates to 30 spaces for the existing customer parking. The shopping centre currently has 19 disabled customer spaces. The amended scheme now before the Planning Committee has seen that number increase to 21 disabled spaces. Whilst still below the requirement of the adopted SPD, the proposal would now result in an increase in the number of disabled car parking spaces.
- 8.34 The parking standards SPD states that 2 cycle spaces (minimum) + 1 space/350m² GFA should be provided. This equates to a current requirement to 28 cycle spaces. Currently 6 Sheffield cycle stands (12 cycle spaces) are provided. The proposal would provide an addition 10 Sheffield cycle stands (20 cycle spaces) providing a total of 32 cycle parking spaces which would exceed the requirement stated in the SPD.
- 8.35 The improved car parking layout would improve circulation within the car parks making it easier for customers to park.
- 8.36 Highways are satisfied with the car and cycle parking arrangement and have suggested a condition ensuring that the development has been made within the site in accordance with the approved plans.

Bus Access Proposals

- 8.37 A new bus turning facility will be provided on Centre Way immediately adjacent to the southwest corner of the shopping centre which will incorporate a new replacement bus stop. The bus stop location is closer and better

connected to the existing shopping units. The existing pedestrian crossing on Centre Way will also be improved.

- 8.38 The bus stop will include a bus shelter and improvements to the public realm around the bus stops which forms the southwestern pedestrian access to the centre. Concerns have been raised regarding the proposed location of the new bus stop. However, HCC Highways and following consultation with First Bus, both consider this location to be acceptable.
- 8.39 Swept path analysis has shown that access arrangements for the proposed development including the proposed roundabout, bus turning facility and existing service yard are suitable for their intended use.
- 8.40 The Highways Authority Hampshire County Council have provided comments in relation to the proposal following discussions with the applicant.
- 8.41 The proposals are considered acceptable in planning terms. However, a condition will be imposed to ensure that a S278 agreement is submitted to the highway authority before works are commenced. The S278 will cover the construction works and impacts likely to occur during the construction of the development.

Zebra crossing

- 8.42 The amended plans include a zebra crossing on the southern arm of the proposed roundabout to the west of the Genesis Centre. HCC Highways have stated that zebra crossings on a public highway should be justified using a calculation whereby the requirement for the crossing is based on the traffic flows and pedestrian crossing demand. It should be noted that based on the AM/PM peak traffic flows and likely pedestrian movements, it is not certain the minimum criteria for zebra crossing would be met in this location. Suitable visibility splays also need to be demonstrated as achievable within adopted highway, or land controlled by the developer which would be offered for adoption to ensure visibility at the crossing point can be maintained in perpetuity
- 8.43 Given the future development of Areas 1 and 2, it is likely pedestrian and traffic movements will increase. Therefore, following confirmation that adequate visibility based on measured speeds is achievable, the Highway Authority would take a financial contribution towards monitoring of the pedestrian and vehicular movements at this location towards the installation of the zebra crossing facility in the vicinity of Centre way junction is considered necessary by the Highway Authority.

- 8.44 The applicant is willing to pay a financial contribution and are currently in discussions with Hampshire Country Council regarding the costings of the mitigation. Once this has been agreed it will be secured via S106.
- 8.45 The proposal would therefore be acceptable in Highways terms.

f) Trees

- 8.46 In terms of the impact on the trees, the Council's Tree Officer has commented on the application stating that if adequate precautions to protect the retained trees are specified and implemented in accordance with the method statement the development proposals will have no significant adverse impact on the contribution of the trees to public amenity or the character of the wider setting.

g) Other matters raised in objections

- 8.47 **Lack of consultation-** Concerns have been raised due to lack of consultation on this planning application. The Local Planning Authority is satisfied that the consultation process was carried out in accordance with relevant legislation and local practice. This included written notification, sites notices and press notices. Additional publicity was undertaken on social media sites.
- 8.48 **Impact on Elderly Population-** Access to the site for the elderly population has been raised as a concern. The distance between the car parking spaces and the centre would remain the same. Furthermore, the distance between the bus stop and the centre would be shorter and more accessible compared to the existing. Therefore, it is not considered that the proposal would reduce accessibility for elderly customers.
- 8.49 **Statement of Community Involvement-** A statement of community involvement was carried out prior to submitting the application. Objections have been raised that surveys only included local residents and not other users of the car park. Developers are expected to consult with the local community before submitting major planning applications. These must be of high quality, accessible and clear for the community to understand. The developer had advertised the proposed improvement works at the shopping centre giving users of the car park to provide comments. The Council consider the submitted Statement of Community Involvement to sufficient.
- 8.50 **Inadequate toilet facilities-** Residents have raised concerns regarding inadequate toilet facilities within the centre. This does not form part of the application and therefore will not be considered.
- 8.51 **Details on construction suppliers and materials-** The lack of construction supplies and materials has been raised as a concern. A condition will be imposed to ensure that details of materials of the car parking deck are

submitted prior to the commencement of works. It is not considered necessary to impose a condition requiring details of materials for the car park reconfiguration. It is not a requirement for the developer to provide details of where the materials will be supplied from.

- 8.52 **Construction Disturbance-** Disturbance during the construction works and impact on businesses has also been raised as a concern. Any development is likely to result in a minor level of disturbance and disruption to the local area during the course of construction. The S278 agreement between the Highways Authority will ensure that any impact is minimised.
- 8.53 **Noise-** There would be a large separation distance between the site and the nearest residential occupiers. Therefore, it is not considered that the proposal would amount to an increase in noise compared to the existing car park.
- 8.54 **Loss of parking at Lockwood Surgery-** Concerns have been raised regarding the loss of parking for patients at Lockwood Surgery. The doctor's surgery is located outside of the red line of the application site and is therefore not considered as part of this application.
- 8.55 **Crime and anti-social behaviour-** This is a police matter and not a material planning consideration.
- 8.56 Notwithstanding the objections received, Officers consider the proposal would result in a better laid out car park, which would be convenient to users of the Locks Heath Shopping Centre. The bus pick up and drop off facility would be well related to the Centre. There would not be a decrease in the number of car parking spaces available to serve the Centre. Subject to the imposition of appropriate conditions, the proposal is considered acceptable.

9.0 Recommendation

9.1 GRANT PLANNING PERMISSION

Subject to:

- a) the applicant/owner first entering into a planning obligation under Section 106 of the Town and Country Planning Act 1990 on terms drafted by the Solicitor to the Council to secure:
 - The monitoring of the pedestrian and vehicular movements towards the installation of the zebra crossing

and,

Conditions:

1. The development shall begin before the expiry of three years from the date of this decision.

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 19090 0201 P-00
- b) Existing Site Plan 19090 0202 P-00
- c) Proposed Site Plan 19090 0301 P-01
- d) Existing Elevations 19090 0321 P-00
- e) Proposed Site Elevations 19090 0321 P-00
- f) Proposed Parking Deck Plan 19090 0302 P-00
- g) Proposed Car Park Access Roundabout and Proposed Bus Stop/Turning Area 14112-010 Rev C
- h) Proposed Car Park Access Roundabout 14112-012 Rev E
- i) Proposed Bus Stop/Turning Area 14112-011 Rev G
- j) Proposed Car Park Access Roundabout 12m Bus Swept Path Analysis 14112- TR001 Rev D
- k) Proposed Car Park Access Roundabout FTA Design Articulated Vehicle 14112-TR004 Rev C
- l) Proposed Bus Stop/Turning Area 12m Bus Swept Path Analysis Speed =10mph with Turning Dynamics 14112-TR005 Rev E
- m) Planning Statement- October 2021
- n) Design and Access Statement
- o) Tree Report
- p) Tree Retention and Protection plan
- q) Transport Assessment
- r) Locks Heath, Fareham Proposed zebra crossing: Road Safety Audit Stage 1
- s) Response to HCC Highway Comments 17th June 2021

3. No development hereby permitted shall proceed beyond damp proof course level until details (including samples where requested by the Local Planning Authority) of all proposed external facing (and hardsurfacing) materials have been submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To secure the satisfactory appearance of the development.

4. No part of the development shall commence until such time as the highway works shown in principle on the submitted drawings have been approved and agreed through a Section 278 Design Check.

REASON: In the interests of highway safety.

5. No development shall commence until the measures of tree protection submitted and approved as part of the planning permission have been implemented and these shall be retained throughout the development period until such time as all equipment, machinery and surplus materials have been removed from the site.

REASON: To ensure that the trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability during the construction period. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid the potential impacts described above.

6. No development shall commence until details of the boundary treatments surrounding Areas 1 and 2 have been submitted to the Local Planning Authority and approved in writing. The details shall include: precise location, height, design, materials of the boundary treatments and timings of their erection. The boundary treatment shall be erected in accordance with the approved details.

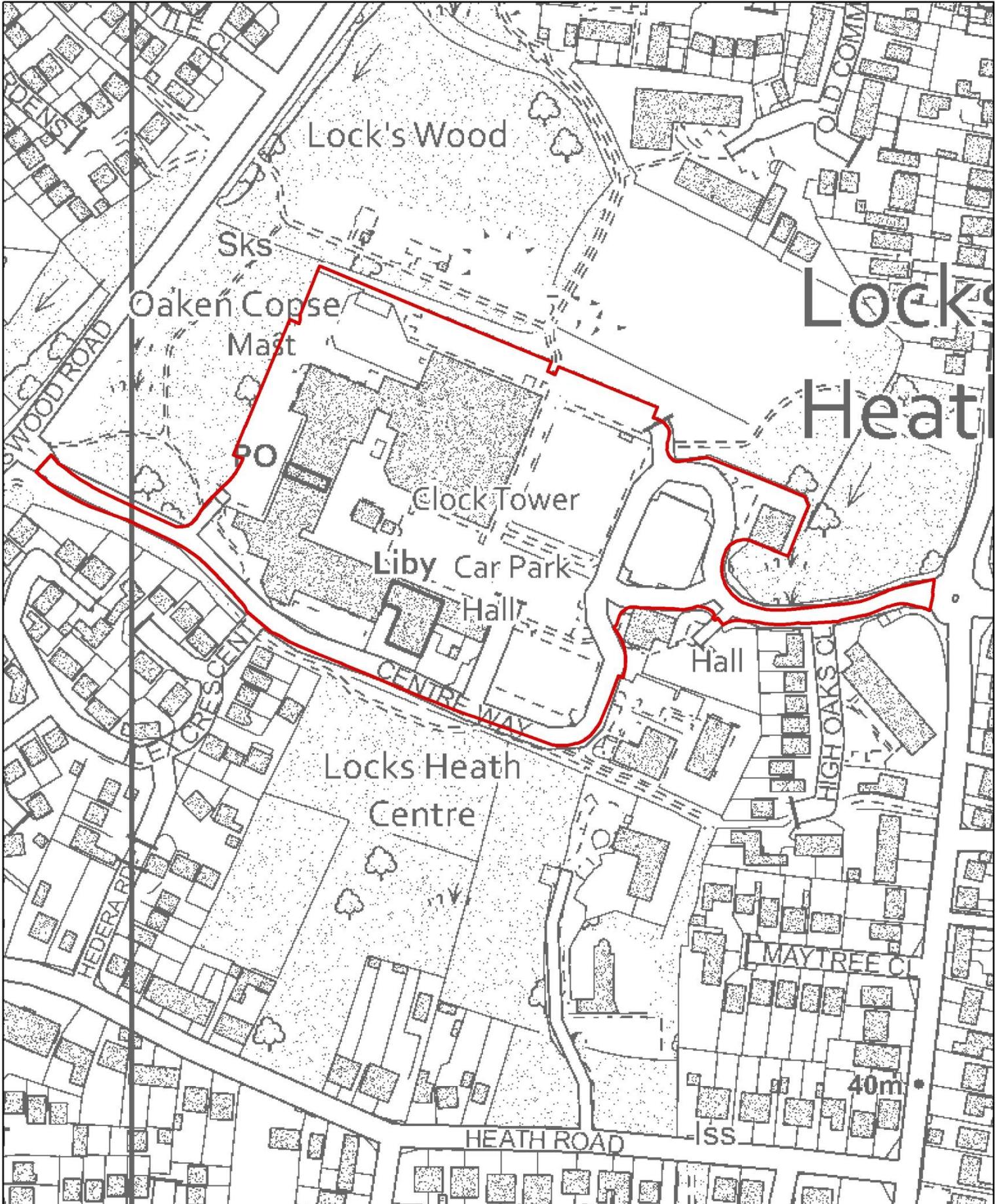
REASON: In the interest of visual amenity.

10.0 Background Papers

[P/21/0148/FP]

FAREHAM

BOROUGH COUNCIL



Locks Heath Shopping Centre
Scale 1:2500



© Crown copyright and database rights 2021 OS 100019110. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.