

4.2 20/02296/FUL

Revised expiry date 20 November 2020

Proposal: Change of use of the rear part of the motor vehicle repair and MOT centre from B2 (general industrial) to a mixed B2 and B8 use (to allow for storage and distribution) together with the retention of two storage containers in connection with the B2 use and the siting of nine additional storage containers for B8 storage use.

Location: Westwood Car And Commercial, Hartley Garage, Ash Road Hartley KENT DA3 8EL

Ward(s): Hartley & Hodsoll Street

#### **Item for decision**

This application has been called to Committee by Councillor Perry Cole to consider the possibility of adverse effect on neighbouring residential properties amenities

**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) No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority: 1. A preliminary risk assessment which has identified: - all previous uses - potential contaminants associated with those uses - a conceptual model of the site indicating sources, pathways and receptors - potentially unacceptable risks arising from contamination at the site. 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

To reduce risk to controlled waters. Controlled waters are particularly sensitive in this location because the site is located upon a Principal aquifer within SPZ3. Due to the vulnerability of the aquifer every precaution should be taken to prevent any pollution of groundwater. Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use. To comply with the National Planning Policy Framework paragraph 170.

3) No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

To reduce risk to controlled waters. Controlled waters are particularly sensitive in this location because the site is located upon a Principal aquifer within SPZ3. Due to the vulnerability of the aquifer every precaution should be taken to prevent any pollution of groundwater. Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use. To comply with the National Planning Policy Framework paragraph 170.

4) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

To reduce risk to controlled waters. There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters. To comply with the National Planning Policy Framework paragraph 170.

5) The development hereby permitted shall not be commenced until such time as a scheme to connect the property to foul and or surface water drainage system has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by remobilised contaminants present in shallow soils/made ground in line with paragraph 170 of the National Planning Policy Framework.

7) Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by remobilised contaminants present in shallow soils/made ground in line with paragraph 170 of the National Planning Policy Framework.

8) Prior to the use of the containers details of the trees to screen the containers from the residents of Carmelite Way will be submitted to and approved in writing by the Local Planning Authority. Those details shall include:- planting plans (identifying new planting);-a schedule of new plants (noting species, size of stock at time of planting and proposed number/densities); and-a programme of implementation. Development shall then be carried out in accordance with the approved details. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.

To safeguard the visual appearance of the area as supported by Policy EN1 of the Sevenoaks District Local Plan.

9) The site shall only be open for customers between the hours of: 08:00 to 18:00 Monday to Saturday and 11:00 to 16:00 Sundays and Bank Holidays.

To safeguard local amenities as supported by policy EN2 of the ADMP.

10) Prior to the use of the containers details shall be submitted to and approved in writing by the Local Planning Authority in respect to the lighting on site with details of external lights strength, location, direction and orientation. The external lighting shall only be illuminated within the hours of 08:00 to 18:00 Monday to Saturday and 11:00 to 16:00 Sundays and Bank Holidays and shall be as agreed with the Local Planning Authority and shall be maintained thereafter.

To safeguard local amenities as supported by policy EN2 of the ADMP.

11) The containers hereby permitted shall not be refrigerated by any means.

To safeguard local amenities as supported by policy EN2 of the ADMP.

12) Within three months of this permission details shall be submitted to and approved in writing by the Local Planning Authority of an entry gate to the site to enable the site to be closed when the site is closed. The entry gate will be locked outside of the hours of opening. Development shall then be carried out in accordance with the approved details prior to the use of the containers hereby permitted.

To safeguard local amenities as supported by policy EN2 of the ADMP.

13) The development hereby permitted shall be carried out in accordance with the following approved plans and details: 02, 03

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

### **Informatives**

1) KCC Highways informative:

It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Information about how to clarify the highway boundary can be found at

<https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

2) Environment Agency Guidance:

We note from the application form that surface water will be managed by the use of a soakaway. The site is located upon Clay-with-Flint superficial deposits which are relatively impermeable. The applicant should assess the viability of using a soakaway at this location. Additionally, the following points should be noted wherever infiltration drainage (such as soakaways) are proposed at a site:

- Appropriate pollution prevention methods (such as trapped gullies or interceptors) should be used to prevent hydrocarbons draining to ground from roads, hardstandings and car parks. Clean uncontaminated roof water should drain directly to the system entering after any pollution prevention methods.
- No infiltration system should be sited in or allowed to discharge into land impacted by contamination or land previously identified as being contaminated.
- There must be no direct discharge to groundwater, a controlled water. An unsaturated zone must be maintained throughout the year between the base of the system and the water table.

- A series of shallow systems are preferable to systems such as deep bored soakaways, as deep bored soakaways can act as conduits for rapid transport of contaminants to groundwater

Disposal of soil Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer.

#### **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 site is located on the eastern side of Ash Road within the centre of Hartley village. The site comprises of four garages operating on the site with Hartley library to the north, Hartley village hall to the south and residential properties located within Carmelite Way to the east of the site. The proposal relates to the rear of the site.

## Description of proposal

- 2 Change of use of the rear part of the motor vehicle repair and MOT centre from B2 (general industrial) to a mixed B2 and B8 use (to allow for storage and distribution) together with the retention of two storage containers in connection with the B2 use and the siting of nine additional storage containers for B8 storage use.

## Relevant planning history

- 3 20/00823/FUL - Change of use of the rear part of the motor vehicle repair and MOT centre from B2 (general industrial) to a mixed B2 and B8 use (to allow for storage and distribution) together with the retention of two storage containers in connection with the B2 use and the siting of nine additional storage containers for B8 storage use, re-arrangement of parking and landscaping. - REFUSED

## Policies

- 4 Para 11 of the NPPF confirms that there is a presumption in favour of sustainable development, and that development proposals that accord with an up-to-date development plan should be approved without delay.
- 5 Para 11 of the NPPF also states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless:
  - the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed<sup>6</sup>; or
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
  - Footnote 6 (see reference above) relates to policies including SSSIs, Green Belt, AONBs, designated heritage assets and locations at risk of flooding.
- 6 Core Strategy (CS)
  - LO1 Distribution of Development
  - LO7 Development in Rural Settlements
  - SP1 Design of New Development and Conservation
  - SP2 Sustainable Development
  - SP8 Economic Development and Land for Business
- 7 Allocations and Development Management (ADMP)
  - SC1 Presumption in favour of sustainable development
  - EN1 Design Principles

- EN2      Amenity Protection
- EN6      Outdoor Lighting
- EN8      Noise Pollution
- EMP5    Non Allocated Employment Sites
- T2        Vehicle Parking

8      Other:

- Hartley Village Design Statement

### Constraints

9      The site lies within the following constraints -

- Area of Special Control of Advertisements
- Urban confines

### Consultations

10     Hartley Parish Council

11     “Hartley Parish Council objects to the application

12     The Parish Council wishes that the following concerns are taken into consideration:

- a) There have been complaints from local residents already about the lighting which remains on all night;
- b) There should be restrictions on the size of the vehicles accessing the site;
- c) There should be restricted hours for accessing the containers such as no access on Sunday and Monday-Saturdays 08:00-20:00;
- d) There should be no dangerous / noxious goods stored in the containers;
- e) No units should be refrigerated due to the sound of generators running at night;
- f) The planting scheme should impose larger trees to protect the neighbouring amenities and these trees should be maintained to a reasonable height.

13     The Parish Council would also like to highlight that the existing two storage containers are sited without permission.

14     To conclude the Parish Council considers that this proposal would have a negative impact on the surrounding residential properties.”

15     Environment Agency

16     “We have reviewed the information submitted and we consider that planning permission could be granted to the proposed development as submitted if the following planning conditions are included as set out below. Without these conditions, the proposed development on this site poses an

unacceptable risk to the environment and we would object to the application.

- 17 The previous use of the proposed development site as MOT garage (with nearby potential refuelling activities to the west) presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Especially as we note that the applicant proposes to use a soakaway to dispose of surface water at this site.
- 18 **Condition** No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
- 19 1. A preliminary risk assessment which has identified:
- all previous uses
  - potential contaminants associated with those uses
  - a conceptual model of the site indicating sources, pathways and receptors
  - potentially unacceptable risks arising from contamination at the site.
- 20 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 21 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 22 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
- 23 Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.
- 24 **Condition** No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.



- 25 **Reasons** To reduce risk to controlled waters. Controlled waters are particularly sensitive in this location because the site is located upon a Principal aquifer within SPZ3. Due to the vulnerability of the aquifer every precaution should be taken to prevent any pollution of groundwater.
- 26 Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use.
- 27 To comply with the National Planning Policy Framework paragraph 170.
- 28 **Condition.** If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.
- 29 **Reasons.** To reduce risk to controlled waters. There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters. To comply with the National Planning Policy Framework paragraph 170.
- 30 **Condition.** The development hereby permitted shall not be commenced until such time as a scheme to connect the property to foul and or surface water drainage system has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.
- 31 **Condition.** Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.
- 32 **Reasons.** To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by remobilised contaminants present in shallow soils/made ground in line with paragraph 170 of the National Planning Policy Framework.
- 33 SDC Environmental Health
- “I have reviewed the submissions and visited the site on a number of occasions and can confirm I have no adverse comments or observations as I believe the site is suitable for the intended use given the proposed operational hours.”

34 KCC Highways

“I refer to the above planning application and having considered the development proposals and the effect on the highway network, raise no objection on behalf of the local highway authority.

Adequate parking and turning facilities are proposed and traffic generation onto Ash Road via the existing access is unlikely to be significant.

35 SDC Tree Officer

“No objections to proposal but suggest that a condition to show details of tree planting to the rear of the proposed containers is attached to any consent given.”

### Representations

36 Six objections to the proposal in respect to:

- That the existing containers are illegally positioned;
- Adverse impact upon outlook from neighbouring properties;
- That the containers are connected to an electricity supply and in consequence the containers would not only be used for storage;
- Detrimental impact upon amenities through noise, smell and disturbance of use;
- Adverse impact of trees planted to screen the site could undermine neighbouring properties and result in loss of light and overshadowing;
- Concern regarding the materials potentially stored within the containers;
- That there are sufficient self-storage facilities already within the wider area;
- That the proposed landscaping would be inadequate to reduce noise.

### Deputy Chief Executive and Chief Officer - Planning & Regulatory Services' appraisal

37 The main planning consideration are:

- Design and Impact upon the Street Scene
- Neighbouring amenity
- Contamination
- Access, parking and highways
- Trees and landscaping
- Biodiversity

### Design and impact on the character of the area

38 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.

39 The proposed location is to the rear of the site which is currently used for vehicle storage with two existing containers located on the northern side of the site to the rear of an MOT Service Centre. The proposal would retain

these two containers and add an additional nine containers along the rear of the site. The proposed nine containers would be located 5m from the rear boundary, 2.9m from the northern boundary and 2.1m from the southern boundary.

- 40 Each container would measure 6.1m x 2.4m and have a height of 2.6m. The proposal would introduce further landscaping that partially surrounds the proposed nine containers.
- 41 While the containers would be visible from the surrounding properties, the site is already commercial in its nature and the proposals overall would not cause harm to the character and appearance of the area. The existing site is occupied by cars ensuring that the proposal would have no greater harm than the existing use. Planting can be secured by condition to limit the wider visual impact and a condition could be used to ensure that any landscaping which dies within a period of 5 years is replaced, to ensure that it becomes established.
- 42 The proposal would accordingly meet the requirements of the NPPF and policies SP1 of the Core Strategy and EN1 and the ADMP.

#### **Neighbouring Amenity**

- 43 The NPPF notes that planning decisions should contribute to and enhance the natural and local environment by amongst other issues preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air water or noise pollution.
- 44 In addition the NPPF notes that planning decisions should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development - and avoid noise giving rise to significant adverse impacts on health and quality of life.
- 45 Policy EN2 of the ADMP requires proposals to provide adequate residential amenities for existing and future occupiers of the development.
- 46 The site is bounded by residential properties to the north, east and south. Planning permission was granted in 2019 for an additional detached dwelling directly to the south of the site (reference 19/02584/FUL).
- 47 The site currently comprises of an area of land with the buildings serving the four businesses to the west located more than 80 metres from the rear boundary of the site. Currently the site is hard surfaced and is used for the storage of motor vehicles and is frequently involves the movement of vehicles in and around the site.
- 48 The proposed nine containers would be set back from the rear boundary by 5m, from the northern boundary by 2.9m and the southern boundary by 2.1m with an additional intervening screening proposed. Due to the siting of these containers, their scale, it is not considered that they would have an adverse impact upon loss of light to the adjacent residential properties.

- 49 To the north of the site lies 26 Carmelite Way which abuts the northern boundary. To the east lies 28 Carmelite Way which at its closest point is 11m from the boundary. The permitted new dwelling to the south would be approximately 3m from the boundary. To the west of this properties lies Ellerby Close with the nearest property, no. 5 lying 22m from the nearest container.
- 50 The two existing containers lie adjacent to the northern boundary of the rear garden of 26 Carmelite Way, located approximately 25m from this dwelling. These containers would be used by Hartley garage for the storage of equipment for Hartley garage providing a range of vehicle services such as servicing, MOTs, body repair and tyre fitting. Due to the separation distance of the two containers set adjacent to the garage building their impact upon the amenities of 26 Carmelite would not be so adverse as to warrant a refusal in respect to outlook or loss of light.
- 51 The proposed 9 containers would be used as self-storage facilities for customers within the wider area. The proposal would introduce screening adjacent to the north, east and south of the proposed containers. The containers would however rise above the height of the fencing and would be visible from the adjacent properties behind.
- 52 However, conditions to secure an appropriate boundary treatment and soft landscaping on the rear boundary as shown on the plans is recommended, to help mitigate this visual impact. While the containers would be visible it is not considered that they would cause unacceptable harm to the living conditions/outlook of those properties.
- 53 Concern has been raised that the proposed screening would result in a loss of light and overshadowing of their gardens however this would only be during part of the day and accordingly it is not considered that this would be a justified reason to refuse the proposal.
- 54 The current movement of vehicles on the site is considered to have only have a limited impact upon the adjacent properties. The applicant has stated that they are acceptable to the inclusion of a gate to prevent access to the site and a condition to restrict hours of operation. This would enable control of the site to ensure that the site is operated within acceptable hours.
- 55 A condition requesting details of lighting with hours of operation are recommended to ensure that any lighting is angled to minimise its impact upon neighbours and that lighting is not provided outside of reasonable operating times. A condition to ensure that none of the units are refrigerated is also recommended.
- 56 A noise assessment has been submitted with the application and the Council's Environmental Health officer has raised no objections.
- 57 Upon considering the above, subject to the imposition of conditions, the change of use of part of the site would not have an adverse impact upon local amenities and would meet the requirements of the NPPF and policy EN2 of the ADMP.

## **Contamination**

- 58 The Environment Agency were consulted on the proposal and noted that the site has the potential to have been contaminated by previous uses on site. They have advised that if granted conditions could be imposed to offset the potential impact of the contamination of the site.

## **Parking and Highways Impact**

- 59 The site is currently used for the storage of cars. The proposal incorporates a parking layout that would provide access to the containers with sufficient room on site for vehicles to manoeuvre. Through the inclusion of conditions it is not considered that there should be a restriction on the type of vehicle accessing the site. KCC Highways had no objections to the proposed development.

## **Other Issues**

- 60 Concerns have been raised in respect to the storage of dangerous / noxious goods however this issue would be covered under Environmental legislation and would not be a matter that could be considered through a planning application.
- 61 In respect to the unlawful siting of the two containers currently on site, the applicant has submitted the current application to determine the acceptability of the containers and the uses as set out within the application.
- 62 Whilst there may be other storage facilities within the wider area, the economic viability of the proposal is not a matter that can be considered through the planning process.

## **Community Infrastructure Levy (CIL)**

- 63 This proposal is not CIL liable.

## **Conclusion**

- 64 The proposal would not have an adverse impact upon the street scene and the amenities of adjacent occupiers. Any potential impact from contamination, light pollution and hours of use can be addressed through the use of planning conditions. The proposal would provide sufficient space for vehicles to manoeuvre on site and no other highway safety issues have been identified. Overall, the proposal would meet the requirements of national and local planning policy.
- 65 It is therefore recommended that this application is GRANTED.

## **Background papers**

Site and block plan

Contact Officer(s): Guy Martin: 01732 227000

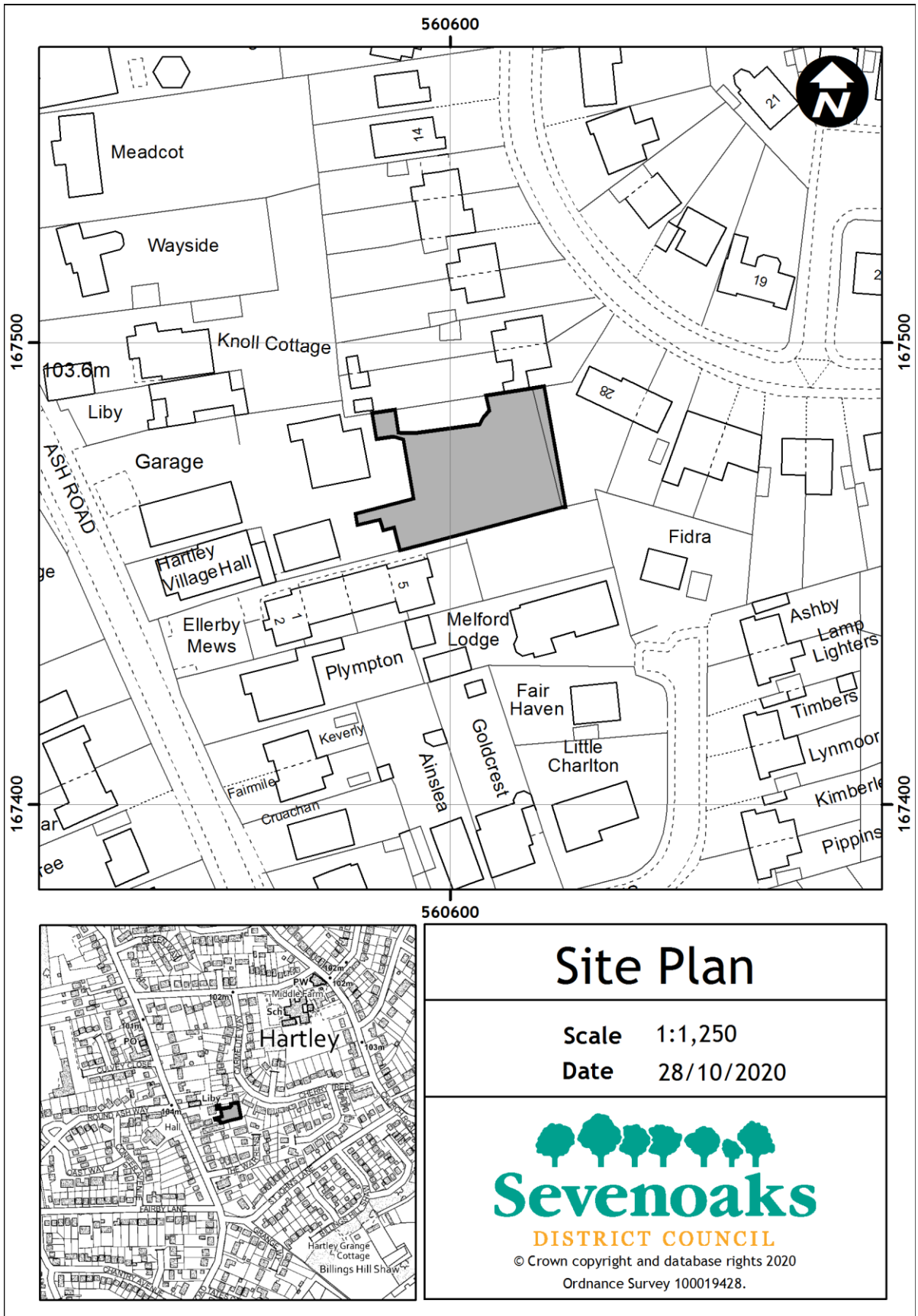
**Richard Morris**  
**Deputy Chief Executive and Chief Officer - Planning & Regulatory Services**

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=QEWPM3BKJKA00>



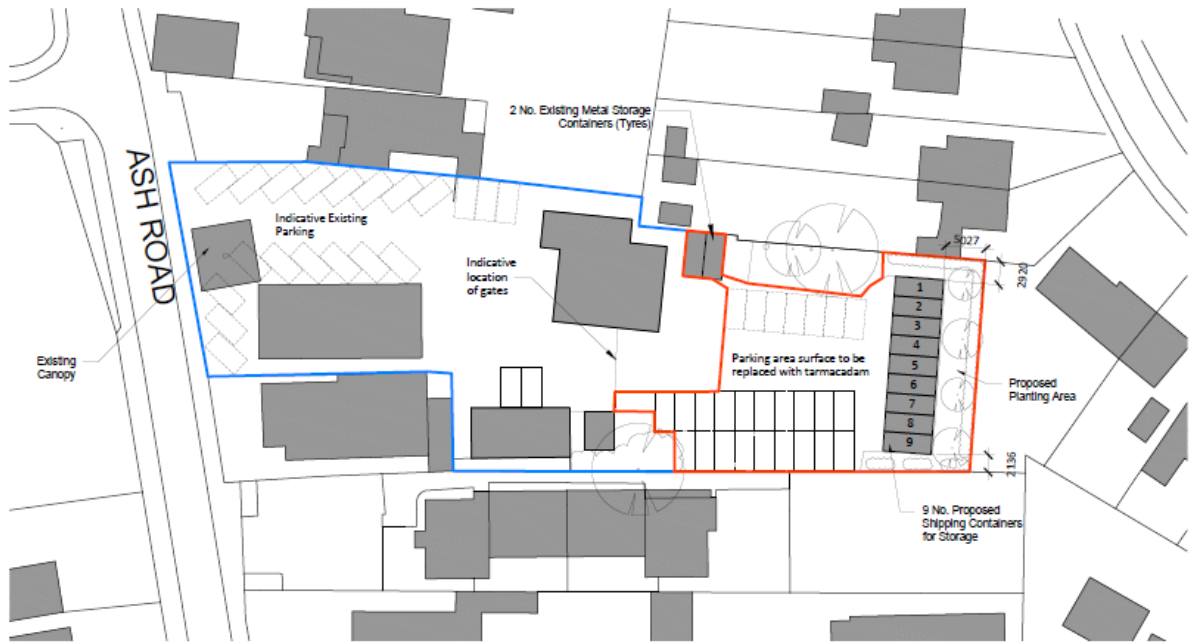
# Site Plan

Scale 1:1,250  
 Date 28/10/2020



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 Ordnance Survey 100019428.

# BLOCK PLAN



Proposed Block Plan  
1-020