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30th October 2024

Elizabeth Harrison: Principal Planning Officer
Planning & Environment - Planning/Development Management
Eastleigh Borough Council
Development Management
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Dear Liz,

F/24/97945 ERECTION OF RETIREMENT LIVING APARTMENTS WITH ASSOCIATED COMMUNAL FACILITIES AND CAR PARKING, THE ERECTION OF A PAIR OF DETACHED DWELLINGS, IMPROVED VEHICULAR ACCESS AND NEW PEDESTRIAN ACCESS TO WINCHESTER ROAD.

LAND AT OAK COTTAGE, WINCHESTER ROAD, BORLEY GREEN, BOTLEY, SO32 2DH

I refer to the above mentioned application. I refer to the comments forwarded to me from the LLFA, the Ecology Officer and Highways and apologise for the delay in responding.

LLFA/Drainage. The applicant's consultants are reviewing some technical details and once resolved, the comments from the LLFA will be addressed. I anticipate that this should be in the next 20 working days or so.

Ecology. The Ecology Officer in the comments dated 19th September raised a number of points. In broad terms I can advise that I am awaiting for some final ecological surveys which I hope to forward in the next 10 days or so.

With respect to some of the comments made regarding how the site could be drained, firstly I am not sure it falls within the ecological remit and as previously advised, ground conditions preclude the attenuation of water in ponds or similar features. The matters relating to drainage will be addressed in relation to the comments made by the LLFA.

There were other points raised in respect of BNG and to this end I attach: **Boorley Green_BNG Consultation Response_SWTC.**

Highways. A number of queries were raised in the response dated 9th September 2024. I attach the formal response to the technical queries from our consultants, namely: **034.0171HRN1 Oak Cottage, Winchester Road, Boorley Green - Highways Response Note (Bound).**

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I note that the determination date is the 19th November 2024. I think it unlikely that matters will be fully resolved by this date, not least given that the viability review is also still outstanding. Accordingly please accept this e-mail as agreement to extend the determination date to 20th December 2024.

Yours sincerely

Gian Bendinelli
Principal Planning Associate

Project Name:	Oak Cottage, Winchester Road, Boorley Green
Document Reference:	034.0171/HRN/1
Document Name:	Highways Response Note
Prepared By:	Tom Purnell (October 2024)
Checked By:	Tom Fisher (October 2024)
Approved By:	James Rand (October 2024)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd

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1. INTRODUCTION

1.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates on behalf of McCarthy Stone to support a planning application for 52no. Retirement Living (RL) apartments and 2 dwellings at Oak Cottage, Winchester Road, Boorley Green. The site layout is attached as **Appendix A**. This HRN considers the latest set of comments from Hampshire County Council (HCC) Highways (9th September 2024) which are attached as **Appendix B**.

1.2 The Highway Authority have requested the following additional information before a formal no objection and recommendation can be made on the proposed development:

- Explanation why the pedestrian link to Chaffinch Gardens cannot be ramped
- Clarification on why a pedestrian link cannot be provided to the footpath to the north
- Justification for the position regarding no footway heading south from the development
- Further information regarding cycle parking provision

1.3 The requirements have been split into two themes, which will be dealt with in turn:

- Pedestrian Connections
- Cycle Parking Provision

2. PEDESTRIAN CONNECTIONS

2.1 As outlined within the Transport Statement (TS), pedestrian access to the site is proposed via a new connection onto the existing shared footway/cycleway along the western side of Winchester Road. The pedestrian footway is located to the northeast of the proposed site and measures 2m in width. A pedestrian link is also proposed to the west of the site providing a connection between the proposed development and the Boorley Gardens development.

2.2 HCC Highways raised comments in relation to the pedestrian connectivity of the site and commented on areas that required further investigation. These included pedestrian links into Chaffinch Gardens, pedestrian links onto the public footpath and pedestrian links to the south.

Pedestrian link into Chaffinch Gardens

2.3 One comment raised by HCC was that *“The pedestrian link into Chaffinch Gardens is stepped however, and considering the user group that the development will attract, investigation into making this ramped should be undertaken”*. This has been explored but due to the gradient and changes in levels at this section of the site the required changes would have a significant impact on the layout and vegetation.

2.4 Where the pedestrian connection to the Boorley Gardens development is proposed, there is over a metre in difference in levels, from 27.618 to 26.57. As stated in Inclusive Mobility Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, if a level route is not feasible, then gradients should not exceed 1 in 20. A 1 in 20 grade ramp, would require 20m of footpath which would have a significant impact on the vegetation or extend into the car park in this section of the site.

2.5 Safety measures such as hand railings will be provided to aid the movement of pedestrians. A suitable alternative has also been provided for site users that are unable to use the stairs, which is the primary pedestrian route for future site users. As the alternative route is the primary pedestrian route towards local facilities, the volume of people using the steps is anticipated to be low.

Pedestrian link onto the public footpath

2.6 HCC also raised that *“A link directly out of the site to the north should also be investigated, leading onto the public footpath”*. Although a direct link out of the site onto the public footpath has been investigated, it would result in loss of existing trees. The submitted

layout is therefore considered to achieve the best balance of providing access to the footpath without resulting in undue tree loss.

- 2.7 The footpath can be accessed via two alternative pedestrian links from the site. The proposed pedestrian link onto Winchester Road will put pedestrians at the end of Public Rights of Way route 026/1/1. The public footpath is also accessible via the pedestrian link into Chaffinch Gardens and the Boorley Gardens development. The time saved via the direct link to the north would be minimal, especially when considered against the proposed pedestrian connection onto Winchester Road. In addition, the proposed link has a better relationship with the front of the building and the entrance.
- 2.8 If a direct link onto the footpath was to be provided, it would result in the cutting back and/or removal of trees between the site and the footpath. It is understood that the existing trees are all A grade trees and therefore the impact on these trees should be reduced as much as possible.
- 2.9 In addition, the possible location of the direct link onto the public footpath is in the vicinity of the proposed turning head and car parking spaces 20 and 21 on the site plan. As larger vehicles require this space to turn, and vehicles will need to access car parking spaces 20 and 21, it is not considered a suitable location for a pedestrian link. To facilitate the direct link onto the public footpath, significant changes to the layout, turning head and parking arrangement would be required.

Pedestrian link to the south

- 2.10 The final comment raised by HCC regarding pedestrian connectivity stated that *“it is also noted that no link to the south of the site is provided, instead requiring a walk out of the northern end of the site, a cross of the road, and then a return movement passed the access junction. This is not ideal, particularly in terms of encouraging sustainable travel to and from the site, considering the local north and south bound bus stops are located south adjacent to the Pear Tree Public House”*.
- 2.11 Although it was not outlined within the TS, the site is also well located to the ‘Boorley Park’ bus stops located to the north. The distances to the local bus stops have been reassessed to include the walk from the lobby to the bus stops via the envisaged walking routes. When assessing the envisaged walking route to the ‘Boorley Park’ bus stops, the route measures c.335m (4-minute walk). When including the walk from the lobby, across the existing crossing point and south on Winchester Road, the ‘Pear Tree’ bus stops located c.360m

(4.5-minute walk) south of the site. This is 110m further and an increase of less than a 1.5-minute walk in journey time than previously outlined within the TS. This increase is considered to be minimal and would not discourage future site users from using the local bus services.

- 2.12 In addition, the CIHT ‘Planning for Walking’ (April 2015) document identifies that in residential areas, the maximum likely distance people will walk to a bus stop is 400m and therefore both the ‘Pear Tree’ bus stops and the ‘Boorley Park’ bus stops are within 400m of the proposed development. Therefore, the site is considered to be well located to encourage sustainable travel to and from the development via the local bus services.

3. CYCLE PARKING PROVISION

- 3.1 The HCC comments highlight that cycle parking needs to be assessed, with the comment saying, “with 2 spaces being proposed for staff, residents and visitors which appears low”.
- 3.2 Within the TS, consideration was given to both local standards and McCarthy Stone’s research into cycling parking demand across Retirement Living developments to provide a suitable cycle/scooter storage provision. **Table 1** summarises the cycle parking standards set out by EBC.

	EBC Cycle Parking Standard	
	Individual Storage	Communal Storage
Active elderly with Warden Control	1 space per unit	1 space per unit

Table 1: EBC Cycle Parking Standards

- 3.3 Cycle parking provision is atypical for McCarthy Stone developments due to the nature of residents at their developments. McCarthy Stone’s research into cycle parking demand across RL developments identified a demand of 0.0289 cycles per apartment, therefore equating to a requirement for 2 cycle spaces to be provided on site. Cycles will be accommodated by Sheffield cycle hoops at the entrance and within a mobility store located on the ground floor, as is typical for McCarthy Stone developments. Queen Elizabeth Place in Alton is an example of a No.50-unit Retirement Living McCarthy Stone development in Hampshire which has 4 short stay cycle spaces in the form of 2 Sheffield Cycle stands and additional storage provided in the mobility scooter store.
- 3.4 As shown on the site plan in **Appendix A**, total of 6 cycle storage spaces are provided in the form of 3 Sheffield cycle hoops located on the courtyard outside and to the left of the front door. The 6 cycle spaces are considered more than sufficient to serve staff and visitors to the development. The proposals will therefore accommodate the anticipated demand of 2

cycle storage spaces and additional storage space is available within the mobility scooter store for residents.

- 3.5 For the 2 x 3 bedroom dwellings, EBC standards outline that the requirements for 3 bedroom dwellings are 2 long term and 1 short term cycle storage spaces. For the proposed dwellings cycle storage will be provided in the rear gardens with direct access from the front via garden gates.

4. SUMMARY AND CONCLUSIONS

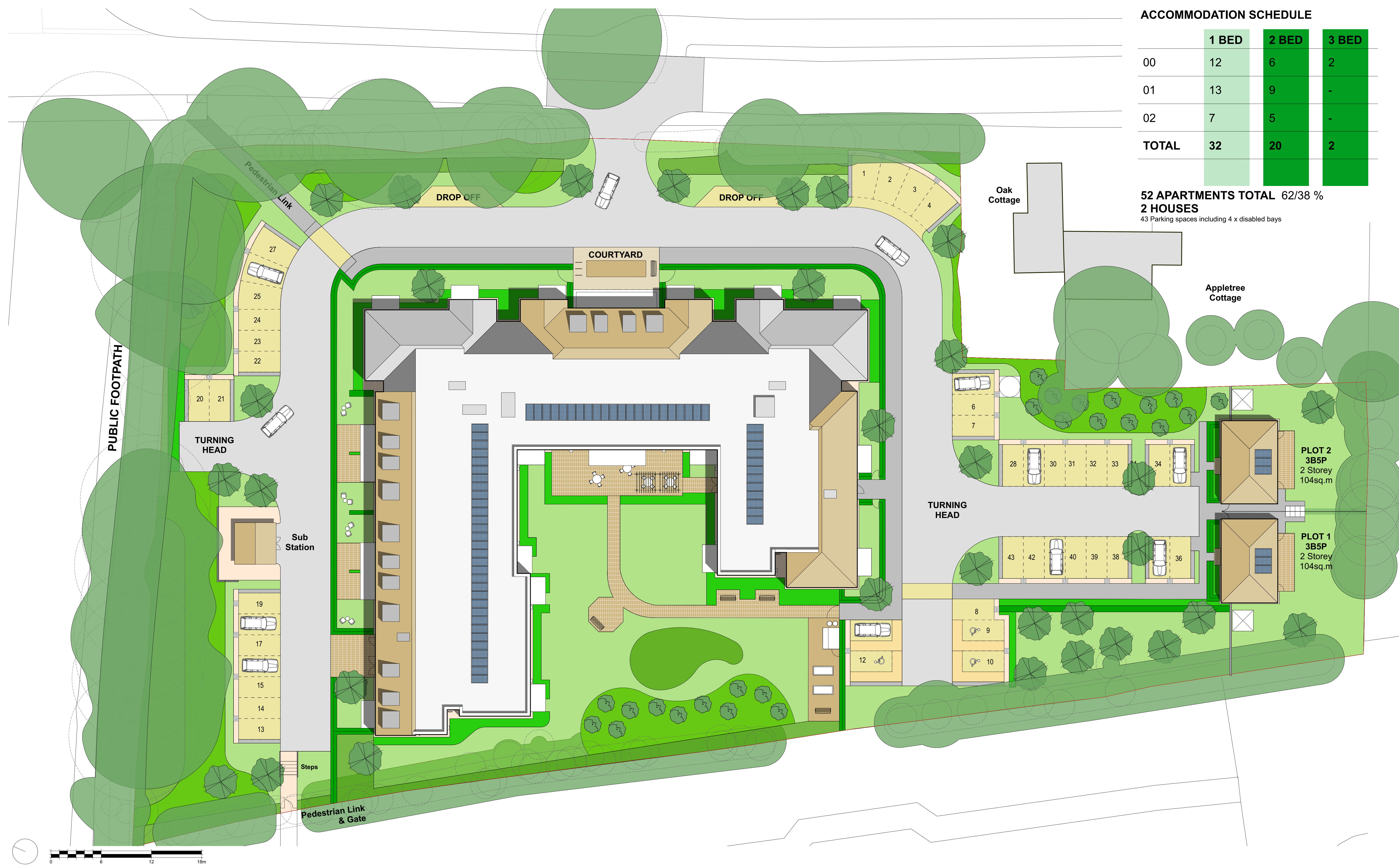
- 4.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates on behalf of McCarthy Stone to support a planning application for 52no. Retirement Living (RL) apartments and 2 dwellings at Oak Cottage, Winchester Road, Boorley Green and considers the latest set of comments from HCC Highways (9th September 2024).
- 4.2 We trust that the responses address the concerns of HCC and ask HCC to look upon the development favourably in terms of highways.

Appendix A

ACCOMMODATION SCHEDULE

	1 BED	2 BED	3 BED
00	12	6	2
01	13	9	-
02	7	5	-
TOTAL	32	20	2

52 APARTMENTS TOTAL 62/38 %
2 HOUSES
43 Parking spaces including 4 x disabled bays



FOR PINKFILE
Refer to Landscape drawing
SO-2977-02-LA-001 by Terrafirma

McCARTHY STONE <i>Life, we'll lived</i>		PROPOSED SITE LAYOUT (ROOF)	
C - Update landscape information		25.07.24	CK SK
B - External Steps added to suit Landscape Architects drawings		22.07.24	SK CJC
A - Detached houses		17.07.24	SK CJC
Rev	Description	Date	DB CB
PROJECT Boorley Green		JOB NO 24.013	
SCALE 1/200 @ A1		DATE April 2024	
DRAWN BY/CHECKED BY CK / SK		REVISION C	
DWG# SO_2977_03_AC_010			

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Appendix B

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SO50 9YN

Hampshire 2050
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Winchester, Hampshire SO23 8UD

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Enquiries To Matt Grantham

My reference 054283

Direct Line

Your reference F/24/97945

Date 9 September 2024

Email eastleighdc@hants.gov.uk

Dear Mrs Harrison,

LAND ADJACENT TO OAK COTTAGE, WINCHESTER ROAD, BOORLEY GREEN, SO32 2DH

Erection of 52 retirement living apartments with associated communal facilities and car parking; the erection of a pair of detached dwellings; improved vehicular access and new pedestrian access to Winchester Road.

Having reviewed the information contained within the application pack, whilst there would be no objection in principle to the proposals as outlined above, clarification on elements of the application are requested, along with updates to plans and conditions as outlined below.

ACCESS:

Vehicle access is proposed to be via a simple bell-mouth priority junction from Winchester Road, which has adequate visibility as shown in PBA Drawing 034.0171-0002 Rev P03. Onwards, vehicle tracking drawings have been produced which demonstrate that two way vehicle access can be achieved for personal sized vehicles, and whilst crossing of lanes is required for refuse and emergency vehicles this is acceptable given both the frequencies of these movement, and also the intervisibility of the access given the site layout in this specific case.

Pedestrian access is also catered for to the north and west of the site via footway links into the existing footway on Winchester Road, as well as into the adjacent housing estate (Boorley Gardens) via Chaffinch Gardens.

Director of Hampshire 2050
Garry Westbrook

Both these links are welcomed in order to provide permeability for the site and to also give access to local shops and facilities, along with Hedge End Rail station to the north west which will be useful in achieving sustainable travel to the site for (primarily) staff and visitors.

The pedestrian link into Chaffinch Gardens is stepped however, and considering the user group that the development will attract, investigation into making this ramped should be undertaken.

A link directly out of the site to the north should also be investigated, leading onto the public footpath.

It is also noted that no link to the south of the site is provided, instead requiring a walk out of the northern end of the site, a cross of the road, and then a return movement passed the access junction. This is not ideal, particularly in terms of encouraging sustainable travel to and from the site, considering the local north and south bound bus stops are located south adjacent to the Pear Tree Public House.

This will add approximately 200m to a walking journey from the southern units on site, and encourage either car use, or a walk through the access junction for improved convenience. Given the access junction has no footways, this would be concerning from a highway safety perspective and should be investigated at this stage by the developer.

Whilst the associated Transport Assessment outlines that a previous site application (F/21/89989) had no highway related issues raised, it should be noted that the previous application actually provided footways at and adjacent to the access junction along with a pedestrian refuge just to the north to overcome these concerns.

INTERNAL SITE LAYOUT:

Whilst the internal site would not be put forward for adoption by HCC as Local Highway Authority, a review has been undertaken regardless.

Through the vehicle tracking drawings provided, it has been demonstrated that the site is suitable for two-way vehicle tracking for private cars, and adequate space is also afforded for the movement and turning of emergency vehicles and a refuse vehicle, enabling the required forward gear access and egress. The movement for refuse and emergency vehicles would however be constrained should any vehicles park in non-designated parking bays, and as such an on-site parking management plan would be recommended to ensure obstructive parking does not occur.

In terms of vehicle parking, again the layout is acceptable with adequately sized parking bays, and aisle widths of 6.0m which allows for easy maneuvering in and out of the parking spaces. It is also noted that hardstanding step out strips have been added to

Director of Hampshire 2050
Gary Westbrook

all end spaces which is welcomed and will assist with user access when entering / exiting the actual vehicles.

The quantum of parking provided is 43 parking spaces (inclusive of 4 disabled spaces) plus 2 drop-off spaces, and whilst this has not been assessed for appropriateness given this is a function for the Case Officer, ensuring the EBC Parking Standards are adhered to, it is noted that the issue is covered within Sections 3.3 to 3.10 and Appendix G of the associated Transport Assessment.

This outlines that the EBC Parking Standards would require a minimum of 26 parking spaces to be provided, and with 43 parking spaces proposed, it is not envisaged that parking issues would occur, certainly not issues that would be anticipated to spill out onto the highway and become a highway safety issue.

Cycle parking will also need to be assessed, with 2 spaces being proposed for staff, residents and visitors which appears low. These are located within the Mobility Store located on the ground floor.

TRIP RATES:

As outlined within the Transport Assessment, 97 additional vehicle trips would be anticipated over a daytime 12 hour period (87 Active Elderly vehicle trips, plus approximately 10 additional vehicle trips associated with the 2 standard detached dwellings) as a result of development, which breaks down to be 4 in and 4 out movements in the AM Peak and 4 in and 3 out in the PM Peak (TRICS Database).

Whilst as an individual site, this level of additional vehicle trips would not be anticipated to have a severe impact on the local highway network, particularly when reviewed as an increased percentage increase over and above existing flows on Winchester Road, there will of course be impacts and requirements to cater for additional need for associated residents, staff and visitors.

As such, a highways developer contribution of £51,895 would be requested, to be paid towards:

- Bus service subsidy and improvements in the local area;
- Bus infrastructure in the local area to include Real time Information, raised kerbs and shelters; and
- Cycle and pedestrian improvements in the local area.

It would also be requested that an additional £12,000 be paid towards the implementation of Traffic regulation Orders (TROs) as required by the site, anticipated as being parking restrictions at the site access junction and on Winchester Road.

Director of Hampshire 2050
Gary Westbrook

Whilst as outlined above, there are some issues to be resolved prior to a formal no objection being issued by HCC as Local Highway Authority, it would be requested that should the Case Officer be inclined to permit the development, the following conditions would be applied:

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed with lines of sight in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

CLOSURE OF EXISTING ACCESS PROVISION

Before use of the development is commenced the existing access(es) from the site to Winchester Road shall be permanently stopped up and effectively closed with the footway provided or verge reinstated, in accordance with details which have been submitted to and approved by the Planning Authority.

Reason - In the interests of highway safety.

PARKING PROVISION

Before occupation of the development is commenced provision for parking shall have been made within the site in accordance with the approved plans and shall be retained

Director of Hampshire 2050
Gary Westbrook

thereafter.

Reason - To ensure adequate on-site car parking provision for the approved development.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook

Somerset Wildlife Trust Consultancy

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Company No. 1317396 / VAT No. 691699571

24th October 2024

REF: Boorley Green, Land at Oak & Apple Tree Cottage, Winchester Road, Boorley Green, Hampshire, SO32 2DH

F/24/97945 LAND ADJACENT TO OAK COTTAGE, WINCHESTER ROAD, BOORLEY GREEN, SO32 2DH

Erection of 52 retirement living apartments with associated communal facilities and car parking; the erection of a pair of detached dwellings; improved vehicular access and new pedestrian access to Winchester Road.

To whom it may concern,

Please find below responses to comments received from Lisa Malter, Ecologist, Eastleigh Borough Council on the 17th September 2024 in relation to Biodiversity Net Gain for Land adjacent to Oak and Apple Cottage (application reference number F/24/97945).

"An off-site solution is proposed to be secured post-consent to achieve 10% biodiversity net gain, however no specific details have been submitted."

An off-site solution involving unit purchase from a habitat bank is currently being explored. Appropriate units to satisfy both 10% net gain and trading rules are understood to be available from a habitat bank provider, and full details of the off-site unit purchase will be provided as part of the Biodiversity Gain Plan documentation to be submitted to discharge the anticipated Biodiversity Net Gain condition attached to a decision notice approving the application.

"The significant habitats delivered on site and off site will need to be monitored for 30 years, with a monitoring fee secured by an S106 agreement. Separate Habitat Maintenance and Monitoring Plans (HMMP) must be provided for the on-site and any bespoke off-site habitats."

The requirement for a Habitat Management and Monitoring Plan (HMMP) for the post-intervention habitats at the site will also be delivered as part of the Biodiversity Gain Condition discharge following planning consent. As the current aim is to off-set the BNG deficit via unit purchase, no bespoke off-site habitats are anticipated. Should the position change and the off-site solution is bespoke, i.e. delivered on land within the control of the client themselves as opposed to a habitat bank, a HMMP for that bespoke off-site element would be provided. To confirm, a HMMP in relation to any purchased off-site units will not be provided as such detail will already be in place by the habitat bank via the terms of their legal agreement (i.e. S106 or a Conservation Covenant) to become a registered site.

We acknowledge a S106 agreement will be required to secure fees to cover the reporting requirements of the Council in relation to the monitoring reports prepared for on-site habitats. The developer will however not be liable for any S106 fees relating to the monitoring of off-site BNG units purchased from a habitat bank provider. The responsibility for monitoring and reporting on those units, in addition to any associated costs, will rest with the habitat bank provider as per the terms of the legal agreement secured by them that enabled their initial registration onto the Biodiversity Gain Sites Register.

“The Biodiversity Gain Assessment section 3.1.6 states that traditional orchards have been given low strategic significance but they should be of high strategic significance.”

It is acknowledged that traditional orchards are a Habitat of Principal Importance (HoPI), as listed under Section 41 of the NERC Act 2006, and therefore are important for conservation, however it is our understanding of current guidance that this does not automatically equate to them being of high strategic significance in biodiversity net gain. Instead, their status as a HoPI is reflected in their distinctiveness category. Strategic significance derives from the local significance of a habitat based on both its type and location, and is determined by the presence of a published local or regional strategy that explicitly identifies and confirms the importance of a particular habitat in a given spatial location. High strategic significance is therefore determined based on local or regional strategies that prioritize the specific habitat in question for enhancement or conservation in the given particular area. Therefore, whilst traditional orchards are valuable from a conservation perspective, strategic significance in biodiversity net gain depends on whether they are explicitly prioritized in the local strategy relevant to the area where the development is occurring. In the absence of a local nature recovery strategy document for Hampshire, strategic significance for all baseline habitats has been assigned in accordance with Table 8 of the Statutory User Guide. To the best of our knowledge, we have been unable to identify a local strategy document that highlights the importance of this habitat within the location of the site (i.e. Boorley Green). Resources reviewed included;

- the Hampshire Biodiversity Opportunity Area (BOA) map 21¹ (which identifies opportunities for habitat creation and restoration)
- the Natural England habitat network dataset (although not a local or regional strategy), and
- the Ecological Network mapping provided by HBIC (Figure 1) which is understood to refine the ecological network mapping previously provided within the BOAs for use in planning at the local scale.

Whilst the northern section of the site falls within a ‘Network Opportunity Area’ within the HBIC Ecological Network Map, no further information is provided in relation to which of the criteria outlined in section 4.4 of the accompanying Hampshire Ecological Network final report² have been used to assign this polygon, or the habitat types which may be considered relevant to the ‘opportunities’ for enhancement of the network.

On this basis, the traditional orchards present within the site are not assessed to hold high strategic significance. Professional ecological judgement has been applied in relation to deciding whether this habitat on this site could meet the criteria for medium strategic significance as detailed in Table 8 of the User Guide, however given the sporadic occurrence of this habitat within the site, a conclusion of low strategic significance has been reached.

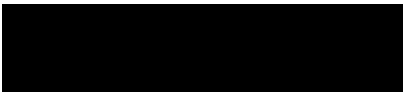
¹ <https://documents.hants.gov.uk/biodiversity/21HambleCatchmentBOAmap.pdf>

² <https://documents.hants.gov.uk/biodiversity/MappingtheHampshireEcologicalNetworkFinalReport.pdf>

Such approach is also considered consistent with recent guidance provided by Defra³ to the Planning Advisory Service (as recently published by the 'PAS Team' LinkedIn account in September 24) that confirms strategic significance where no LNRS is in place should be assigned in accordance with Table 8. In accordance with existing guidance, we would welcome the public communication of which strategies or plans are to be used to determine strategic significance, and confirmation on whether a local strategy is in place which identifies the local significance of traditional orchards within the location of the site for both this assessment but also future assessments within the Hampshire area.

If you require any further information, please don't hesitate to contact me.

Kind regards,



Robyn Ablitt, BSc, ACIEEM, MA Arbor A
Senior Ecologist / Arboriculturist

Somerset Wildlife Trust Consultancy

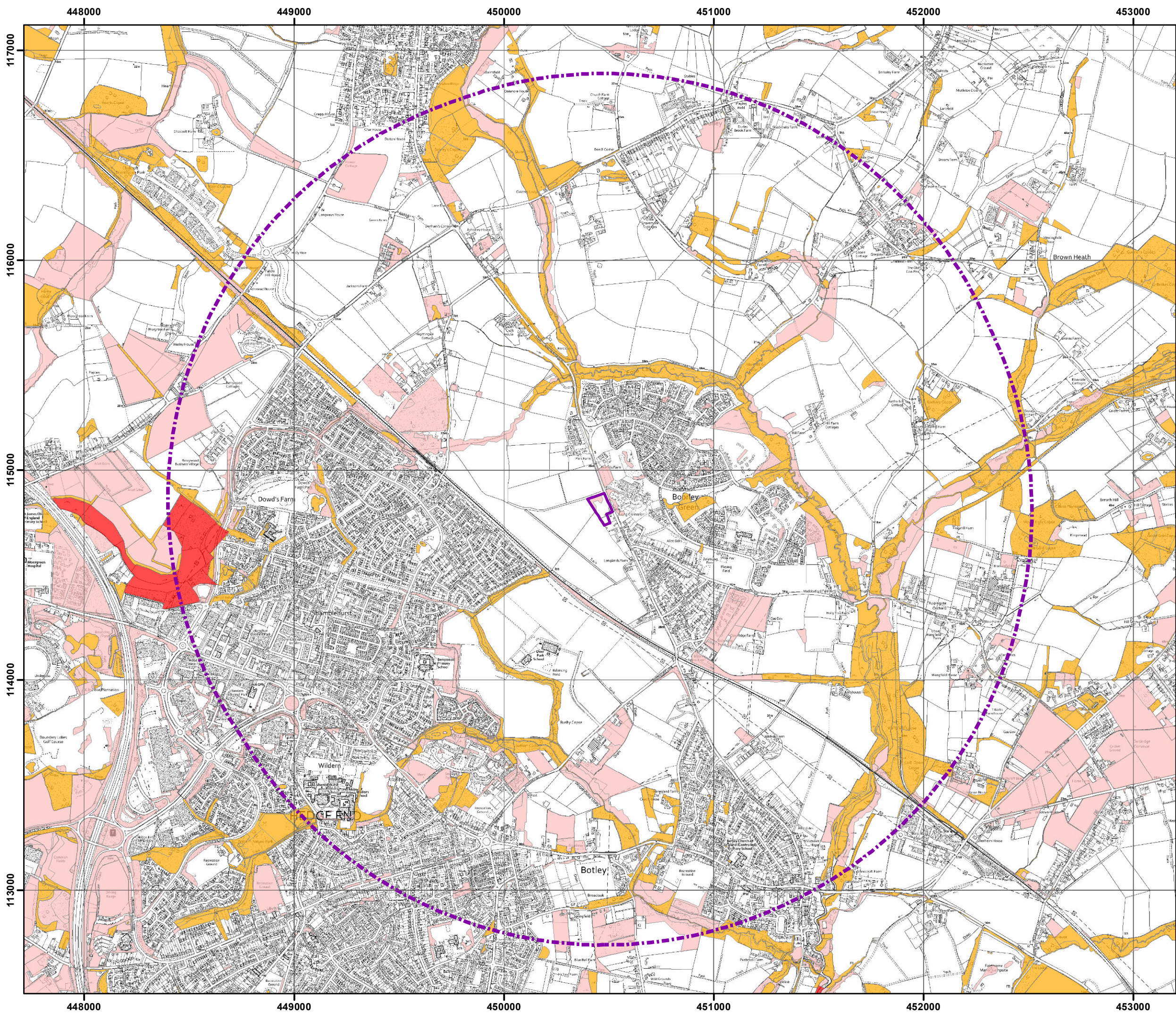


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A: Callow Rock Offices, Shipham Road, Cheddar, BS27 3DQ

Figure 1 – HBIC Ecological Network Map

³ https://www.linkedin.com/posts/pas-team-493556128_defras-lnrs-ss-multiplier-transition-guidance-activity-7244375080363790338-aZGJ/?utm_source=share&utm_medium=member_desktop



Hampshire Biodiversity
Information Centre

HBIC Ref: 12290

**Ecological Network
Mapping within 2km of
Land at Oak & Apple Tree
Cottage, Winchester Road,
Boorley Green
(SU5046814817):**

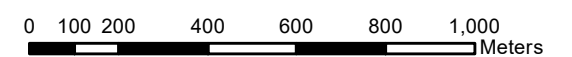
Legend

- 2km Search Area
- Land at Oak & Apple Tree Cottage
- Core Statutory
- Core Non-statutory
- Network Opportunities

Created: 20/02/2024

Scale at A3: 1:17,000

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