

Public Document Pack



RUSHMOOR BOROUGH COUNCIL

DEVELOPMENT MANAGEMENT COMMITTEE

*at the Council Offices, Farnborough on
Wednesday, 19th July, 2017 at 7.00 pm*

To:

VOTING MEMBERS

Cllr B.A. Thomas (Chairman)
Cllr J.H. Marsh (Vice-Chairman)

Cllr Mrs. D.B. Bedford
Cllr D.M.T. Bell
Cllr R. Cooper

Cllr P.I.C. Crerar
Cllr Sue Dibble
Cllr Jennifer Evans

Cllr D.S. Gladstone
Cllr C.P. Grattan
Cllr A.R. Newell

NON-VOTING MEMBERS

Cllr M.J. Tennant (Cabinet Member for Environment and Service Delivery) (ex-officio)

STANDING DEPUTIES

Cllr S.J. Masterson
Cllr P.F. Rust

Enquiries regarding this agenda should be referred to Marion Young,
Democratic and Customer Services, 01252 398827 marion.young@rushmoor.gov.uk

A G E N D A

1. **DECLARATIONS OF INTEREST** – (Pages 1 - 2)

All Members who believe they have a disclosable pecuniary interest in any matter to be considered at the meeting may not participate in any discussion or vote taken on the matter and if the interest is not registered it must be disclosed to the meeting. In addition, Members are required to leave the meeting while the matter is discussed.

2. **MINUTES** – (Pages 3 - 12)

To confirm the Minutes of the meeting held on 21 June, 2017 (copy attached).

3. **PLANNING APPLICATIONS** – (Pages 13 - 90)

To consider the Head of Planning's Report No. PLN1724 on planning applications recently submitted to the Council (copy attached).

(1) Sections A & B of the report set out the items to be considered at future meetings and petitions received:

Reference Number	Address	Recommendation
16/00981/FULPP	Aldershot Bus Station, 3 Station Road, Aldershot	For information
17/00241/ADJ	Hartland Park, Bramshot Lane, Fleet	For information
17/00348/FULPP	Farnborough Business Park, Templer Avenue, Farnborough	For information
17/00447/FULPP	The Beehive, 264 High Street, Aldershot	For information
17/00494/REMPP	McGrigor Zone D Wellesley, 116 Dwellings	For information
17/00495/LBC2PP	McGrigor Zone D Wellesley, Listed Building Consent	For information

(2) Section C of the report sets out planning applications for determination at this meeting:

Reference Number	Address	Recommendation
16/00837/FULPP	The Crescent, Southwood Business Park, Summit Avenue, Farnborough	Grant

(3) Section D of the report sets out planning applications which have been determined under the Council's scheme of delegation for information.

4. **ENFORCEMENT AND POSSIBLE UNAUTHORISED DEVELOPMENT – (Pages 91 - 94)**

To consider the Head of Planning's Report No. PLN1726 (copy attached) which reports on cases of planning enforcement and possible unauthorised development.

5. **CAR AND CYCLE PARKING STANDARDS - REVIEW OF SUPPLEMENTARY PLANNING DOCUMENT – (Pages 95 - 126)**

To receive the Head of Planning's Report No. PLN1723 (copy attached).

6. **APPEALS PROGRESS REPORT – (Pages 127 - 128)**

To receive the Head of Planning's Report No. PLN1725 (copy attached) on the progress of recent planning appeals.

MEETING REPRESENTATION

Members of the public may ask to speak at the meeting on any of the items on the agenda by writing to the Panel Administrator at the Council Offices, Farnborough by 5.00 pm three working days prior to the meeting.

Applications for items to be considered for the next meeting must be received in writing to the Panel Administrator fifteen working days prior to the meeting.

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Development Management Committee
19th July 2017

Head of Planning

Declarations of interest

Name: Cllr _____

N.B. A declaration is not required for items that appear either in Section D of the Planning Report or the Appeals Progress Report as such items are for noting only.

Agenda Item No.	Planning Application No.	Application Address	Reason

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DEVELOPMENT MANAGEMENT COMMITTEE

Meeting held on Wednesday, 21 June 2017 at the Concorde Room, Council Offices, Farnborough at 7.00 pm.

Voting Members

Cllr B.A. Thomas (Chairman)
Cllr J.H. Marsh (Vice-Chairman)

Cllr Mrs. D.B. Bedford
Cllr D.M.T. Bell
Cllr R. Cooper

Cllr P.I.C. Crerar
Cllr Sue Dibble
Cllr Jennifer Evans

Cllr D.S. Gladstone
Cllr C.P. Grattan
Cllr A.R. Newell

Non-Voting Members

Councillor Martin Tennant (ex-officio)

14. DECLARATIONS OF INTEREST

There were no declarations of interest.

15. MINUTES

The Minutes of the Meeting held on 24th May, 2017 were approved and signed by the Chairman.

16. PLANNING APPLICATIONS

RESOLVED: That

- (i) permission be given to the following application as set out in Appendix "A" attached hereto, subject to the conditions, restrictions and prohibitions (if any) mentioned therein:

17/00344/REVPP (No. 225 Ash Road, Aldershot);

- (ii) the applications dealt with by the Head of Planning, where necessary in consultation with the Chairman, in accordance with the Council's Scheme of Delegation, more particularly specified in Section "D" of the Head of Planning's Report No. PLN1721, be noted;

- (iii) the following applications be determined by the Head of Planning, in consultation with the Chairman:

* 17/00182/MMA (No. 34 Cranmore Lane, Aldershot);

17/00264/FULPP (Building 4.2 Frimley Business Park);

- (iv) the current position with regard to the following applications be noted pending consideration at a future meeting:

16/00837/FULPP (The Crescent, Southwood Business Park, Summit Avenue, Farnborough);
16/00981/FULPP (Aldershot Bus Station, No. 3, Station Road, Aldershot);
17/00241/ADJ (Hartland Park, Bramshot Lane, Fleet);
17/00348/FULPP (Farnborough Business Park, Templer Avenue, Farnborough);
17/00447/FULPP (The Beehive, No. 264 High Street, Aldershot)

- * The Head of Planning's Report No. PLN1721 in respect of this application was amended at the meeting

17. APPLICATION NO. 17/00182/MMA - 34 CRANMORE LANE, ALDERSHOT

The Committee considered the Head of Planning's Report No. PLN1721 (as amended at the meeting) regarding the variation of Condition 2 of planning permission 12/00967/FUL dated 15th March, 2013 to allow retention of dwelling with 4 bedrooms, patio and amendments to elevations and parking.

It was noted that the recommendation was to grant permission subject to the completion of a satisfactory Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990.

RESOLVED: That

- (i) subject to the completion of a satisfactory Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 by 14th July, 2017 to secure a financial contribution towards special protection area mitigation, the Head of Planning, in consultation with the Chairman, be authorised to grant planning permission subject to the conditions and informatives set out in the Head of Planning's Report No. PLN1721 (as amended at the meeting); however
- (ii) in the event that a satisfactory Unilateral Undertaking is not received by 14th July, 2017, the Head of Planning, in consultation with the Chairman, be authorised to refuse planning permission on the grounds that the proposal does not mitigate its impact upon the Thames Basin Heaths Special Protection Area.

18. APPLICATION NO. 17/00264/FULPP - BUILDING 4.2 FRIMLEY BUSINESS PARK

The Committee considered the Head of Planning's Report No. PLN1721 regarding the erection of a three storey Use Class B1/B2/B8 building with associated car parking and landscaping works.

It was noted that the recommendation was to grant permission subject to the completion of a satisfactory Legal Agreement under Section 106 of the Town and Country Planning Act 1990.

RESOLVED: That

- (i) subject to the completion of a satisfactory Legal Agreement under Section 106 of the Town and Country Planning Act 1990 by 27th July, 2017 to secure the submission, approval and future operation of a travel plan to include appropriate provision for further monitoring of the plan in order to maximise opportunities for travel to and from the site by non car based transport and encourage the use of alternative modes of transport, the Head of Planning, in consultation with the Chairman, be authorised to grant planning permission subject to the conditions and informatives set out in the Head of Planning's Report No. PLN1721; however
- (ii) in the event that a satisfactory s106 Agreement is not completed by 27th July, 2017, the Head of Planning, in consultation with the Chairman, be authorised to refuse planning permission on the grounds that the proposal fails to promote sustainable transport choices to minimise traffic generation by reducing reliance on the private car contrary to the provisions of policy CP16 of the Rushmoor Core Strategy.

19. **ENFORCEMENT AND POSSIBLE UNAUTHORISED DEVELOPMENT –
26 NORTHBROOK ROAD, ALDERSHOT**

The Committee noted the decision to take enforcement action by the Head of Planning in accordance with the Council's Scheme of Delegation, more specifically specified in the Head of Planning's Report No. PLN1722 (as amended at the meeting).

The meeting closed at 7.23 pm.

CLLR B.A. THOMAS (CHAIRMAN)

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**Development Management Committee
21st June 2017**

Appendix "A"

Application No. & Date Valid: 17/00344/REVPP 21st April 2017

Proposal: Variation of conditions 2, 3, 5, 8, 10, 11, 13, 14, 15, 21, 23 and 25 attached to planning permission 16/00411/FULPP dated 20/07/2016 for the erection of restaurant with drive-thru and takeaway facility (Use Class A3 / A5) with associated structures, fencing, parking, landscaping and vehicular access from North Close (following demolition of existing buildings and closure of access onto North Lane) to allow for changes to the site layout. at **225 Ash Road Aldershot Hampshire GU12 4DD**

Applicant: McDonald's Restaurants Ltd

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

Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2 The development hereby permitted shall be completed in the external materials as approved under application reference 16/00767/CONDPP dated 2 December 2016.

Reason - To ensure satisfactory external appearance.

3 The development hereby approved shall be completed in the surfacing materials as shown on 6485-SA-8085-P304 C.

Reason - To ensure satisfactory external appearance and drainage arrangements.

4 With the exception of the proposed acoustic fencing, the boundary treatment as shown in the approved plans shall be implemented in full prior to the premises being opened to the public and thereafter retained/maintained.

Reason - To safeguard the amenities of neighbouring property.*

- 5 The development hereby approved shall be undertaken in accordance with the site levels shown on the approved plans.

Reason - To ensure a satisfactory form of development in relation to neighbouring property.

- 6 Provision shall be made for services to be placed underground. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no overhead electricity, telecommunications or service lines shall be erected or placed above the ground of the site without the express written consent of the Local Planning Authority.

Reason - In the interests of the amenities and character of the area

- 7 Construction or demolition work of any sort within the area covered by the application shall only take place between the hours of 0800-1800 on Monday to Fridays and 0800-1300 on Saturdays. No work at all shall take place on Sundays and Bank or Statutory Holidays.

Reason - To protect the amenities of neighbouring residential properties and to prevent adverse impact on traffic and parking conditions in the vicinity.

- 8 The development shall only take place in accordance with the construction management plan reference R/161444/001 version 2 dated April 2017 prepared by Hydrock and drawing numbers 161444-HYD-XX-XX-DR-TP-0001 Rev P2 and 0200 rev P2.

Reason - To protect the amenities of neighbouring residential occupiers and to prevent adverse impact on highway conditions in the vicinity,

- 9 The landscaping scheme hereby approved shall be implemented in full prior to the first use of the building by the public or the first available planting season whichever is the sooner. Any tree/shrub removed, dying or becoming seriously diseased within five years of planting shall be replaced by trees/shrubs of similar size and species to those originally required to be planted.

Reason - To ensure the development makes an adequate contribution to visual amenity

- 10 Prior to the first occupation of the building the drainage strategy for this site shall be implemented in accordance with the details shown on drawing number 161444-DR-0002 rev P04 and thereafter retained in perpetuity.

Reason - To reflect the objectives of policy CP4 of the Rushmoor Core Strategy

- 11 In the event that unforeseen ground conditions or materials which suggest potential or actual contamination are revealed at any time during implementation of the approved development it must be reported, in writing, immediately to the Local Planning Authority. A competent person must undertake a risk assessment and assess the level and extent of the problem and, where necessary, prepare a report identifying remedial action which shall be submitted to and approved in writing by the Local Planning Authority before the measures are implemented.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared and is subject to approval in writing by the Local Planning Authority.

Reason - To ensure that the site is safe for the development permitted and in the interests of amenity and pollution prevention

- 12 Prior to the first occupation of the development the lighting strategy for this site shall be implemented in accordance with drawing number D-195408 rev 3 and the details of streetlighting columns and LUMA luminaires and thereafter maintained/retained.

Reason - In the interests of visual and residential amenity.

- 13 The plant and machinery hereby approved shall be installed in accordance with the noise levels and mitigation measures as set out in the Environment Noise Assessment and supplementary Environment Noise Information prepared by Peter Ashford of Acoustic Associates South West Ltd dated 13 October 2015 and 4 April 2016 prior to the premises opening to the public and thereafter retained in accordance with these approved details.

Reason - To protect the amenity of neighbouring occupiers.*

- 14 Prior to the first use of the development the means of suppressing and directing fumes and smells from the premises shall be installed in accordance with the details approved under application reference 16/00738/CONDPP dated 14 December 2016 and thereafter maintained/retained.

Reason - To safeguard the amenities of neighbouring properties.*

- 15 The restaurant/takeaway/drive through uses hereby permitted shall not be open to customers outside the hours of 07:00 to 23:00.

Reason - To safeguard the amenities of existing and future neighbouring occupiers

- 16 Deliveries and refuse collections to/from the premises shall only take place between the hours of 8am to 9pm

Reason - To safeguard the amenities of adjoining and future occupiers

- 17 Unless shown on the approved plans no display or storage of goods, materials, plant, or equipment shall take place other than within the buildings.

Reason - To protect the amenities of neighbouring property and the character of the area.

- 18 The development hereby approved shall not be occupied until the vehicle and cycle parking facilities shown on the approved plans have been completed and made ready for use by customers. The parking facilities shall be thereafter retained solely for parking purposes (to be used by the occupiers of, and visitors to, the development). *

Reason - To ensure the provision and availability of adequate off-street parking and to promote sustainable transport choices

- 19 No part of the development hereby approved shall be used or occupied until the proposed means of vehicular access and associated works on North Close and North

Close/North Lane junction as shown on the approved plans have been completed and made available for use.

Reason - To ensure adequate means of access is available to the development

- 20 Any existing means of access or part thereof not incorporated within the approved arrangement hereby permitted shall be permanently closed as soon as the new means of access has been constructed and brought into use in accordance with the details as shown on drawing number 161444-DR-0004 rev P03.

Reason - In the interest of highway and pedestrian safety.*

- 21 Notwithstanding the details shown on drawing number 6485-SA-8986-P205 B, the first floor windows in the east elevation shall be obscurely glazed to a minimum height of 1.7 metres above the internal floor level and so retained.

Reason - To maintain appropriate levels of privacy for the occupiers of Clyde Court.

- 22 The acoustic fencing shown on the approved plans shall be retained and maintained in accordance with these details and as approved under application reference 16/00745/CONDPP dated 2 December 2016 for the duration of the operational life of the premises.

Reason - To safeguard the amenities of adjoining occupiers.

- 23 The permission hereby granted shall be carried out in accordance with the following approved drawings - 6485-SA-8085-P302A, P304 C, 6485-SA-8986-P205 B and 206 A, Sign type 8, 161444-DR-0002 rev P04, 0003 rev P06 and 0004 rev P03, MK MCD ALD 01 (Rev D), 161444-HYD-XX-XX-DR-TP-0001 Rev P2 and 0200 rev P2 and D195408 rev 3.

Reason - To ensure the development is implemented in accordance with the permission granted

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Development Management Committee
19th July 2017

Head of Planning
Report No.PLN1724

Planning Applications

1. Introduction

- 1.1 This report considers recent planning applications submitted to the Council, as the Local Planning Authority, for determination.

2. Sections In The Report

- 2.1 The report is divided into a number of sections:

Section A – FUTURE Items for Committee

Applications that have either been submitted some time ago but are still not ready for consideration or are recently received applications that have been received too early to be considered by Committee. The background papers for all the applications are the application details contained in the Part 1 Planning Register.

Section B – For the NOTING of any Petitions

Section C – Items for DETERMINATION

These applications are on the Agenda for a decision to be made. Each item contains a full description of the proposed development, details of the consultations undertaken and a summary of the responses received, an assessment of the proposal against current policy, a commentary and concludes with a recommendation. A short presentation with slides will be made to Committee.

Section D – Applications ALREADY DETERMINED under the Council's adopted scheme of Delegation

This lists planning applications that have already been determined by the Head of Planning, and where necessary with the Chairman, under the Scheme of Delegation that was approved by the Development Management Committee on 17 November 2004. These applications are not for decision and are FOR INFORMATION only.

- 2.2 All information, advice and recommendations contained in this report are understood to be correct at the time of publication. Any change in circumstances will be verbally updated at the Committee meeting. Where a recommendation is either altered or substantially amended between preparing the report and the Committee meeting, a separate sheet will be circulated at the meeting to assist Members in following the modifications proposed. This sheet will be available to members of the public.

3. Planning Policy

- 3.1 Section 38(6) of the Town and Country Planning Act 1990 (As amended) requires regard to be had to the provisions of the development plan in the determination of planning applications. This comprises the Rushmoor Plan Core Strategy (October 2011), the Hampshire Minerals and Waste Plan adopted October 2013, saved policies of the Rushmoor Local Plan Review (1996-2011) and saved policy NRM6 of the South East Plan.
- 3.2 Although not necessarily specifically referred to in the Committee report, the relevant development plan will have been used as a background document and the relevant policies taken into account in the preparation of the report on each item. Where a development does not accord with the development plan and it is proposed to recommend that planning permission be granted, the application will be advertised as a departure and this will be highlighted in the Committee report.

4. Human Rights

- 4.1 The Human Rights Act 1998 (the Act) has incorporated part of the European Convention on Human Rights into English law. All planning applications are assessed to make sure that the subsequent determination of the development proposal is compatible with the Act. If there is a potential conflict, this will be highlighted in the report on the relevant item.

5. Public Speaking

- 5.1 The Committee has agreed a scheme for the public to speak on cases due to be determined at the meeting (Planning Services report PLN0327 refers). Members of the public wishing to speak must have contacted the Meeting Co-ordinator in Democratic Services by 5pm on the Tuesday immediately preceding the Committee meeting. It is **not** possible to arrange to speak to the Committee at the Committee meeting itself.

6. Late Representations

- 6.1 The Council has adopted the following procedures with respect to the receipt of late representations on planning applications (Planning report PLN 0113 refers):
- a) All properly made representations received **before** the expiry of the final closing date for comment will be summarised in the Committee report. Where such representations are received after the agenda has been published, the receipt of such representations will be reported orally and the contents summarised on the amendment sheet that is circulated at the Committee meeting. Where the final closing date for comment falls **after** the date of the Committee meeting, this will be highlighted in the report and the recommendation caveated accordingly.
 - b) Representations from both applicants and others made **after** the expiry of the

final closing date for comment and received **after** the report has been published will not be accepted unless they raise a new material consideration which has not been taken into account in the preparation of the report or draws attention to an error in the report.

- c) Representations that are sent to Members should not be accepted or allowed to influence Members in the determination of any planning application unless those representations have first been submitted to the Council in the proper manner (but see (b) above).
- d) Copies of individual representations will not be circulated to members but where the requisite number of copies are provided, copies of individual representation will be placed in Members' pigeonholes.
- e) All letters of representation will be made readily available in the Committee room an hour before the Committee meeting.

7. Financial Implications

- 7.1 There are no direct financial implications arising from this report. However, in the event of an appeal, further resources will be put towards defending the Council's decision. Rarely, and in certain circumstances, decisions on planning applications may result in the Council facing an application for costs arising from a planning appeal. Officers will aim to alert Members where this may be likely and provide appropriate advice in such circumstances.

Keith Holland
Head of Planning

Background Papers

- *The individual planning application file (reference no. quoted in each case)*
- *Rushmoor Core Strategy (2011)*
- *Rushmoor Local Plan Review (1996-2011)[Saved policies]*
- *Current government advice and guidance contained in circulars, ministerial statements and the National Planning Practice Guidance (NPPG)*
- *Any other document specifically referred to in the report.*
- *Regional Spatial Strategy for the South East, policy NRM6: Thames Basin Heaths Special Protection Area.*
- *The National Planning Policy Framework.*
- *Hampshire Minerals and Waste Plan (2013).*
- *Draft Submission Rushmoor Local Plan, June 2017.*

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Section A

Future items for Committee

Section A items are for INFORMATION purposes only. It comprises applications that have either been submitted some time ago but are still not yet ready for consideration or are recently received applications that are not ready to be considered by the Committee. The background papers for all the applications are the application details contained in the Part 1 Planning Register.

Item	Reference	Description and address
1	16/00981/FULPP	<p>Demolition of existing bus station and re-development of site with the erection of a mixed use building comprising three ground floor commercial units with flexible use falling within Use Classes A1, A2, A3, A4, A5 or laundrette (sui generis); and upper floor residential use (Use Class C3) comprising 32 market residential flats (18 X 1-bedroom, 12 X 2-bedroom & 2 X 3-bedroom units) with associated on-site servicing and parking areas.</p> <p>Aldershot Bus Station 3 Station Road Aldershot Hampshire</p> <p>The Council has recently agreed to an extension of time for the determination of this application until 20 March 2018 to allow time for proposals for improvements to the adjoining Station forecourt to be more certain in terms of both design and timescales, and thereby to address representations lodged in respect of this planning application.</p>

2	17/00241/ADJ	<p>Consultation from Hart District Council in respect of Hybrid Planning Application (part full, part outline) for a residential-led mixed use redevelopment comprising 1. Outline planning application with means of access (in part) to be determined (all other matters reserved for subsequent approval), for the erection of up to 1,500 dwellings (Use Class C3); a local centre including residential (Use Class C3 within the up to 1,500 dwellings) and up to 2,655m2 (GEA) of retail, commercial and/or community floorspace (Use Classes A1 to A5, B1, D1 and D2); a primary school (Use Class D1); drainage works including balancing ponds; on and off-site SANG mitigation; creation of landscaping, open space and ecological habitats; car and cycle parking; demolition of existing buildings; site clearance; earthworks; site remediation; provision of utilities infrastructure; off-site highway works; and all other ancillary and enabling works. 2 Full planning application for the erection of 189 dwellings (Use Class C3); access; drainage works including balancing ponds; creation of landscaping, open space and ecological habitats; car and cycle parking; earthworks; demolition of existing buildings; site remediation; provision of utilities infrastructure; off-site highway works; and all other ancillary and enabling works.</p> <p>Hartland Park Bramshot Lane Fleet</p> <p>This application has only recently been received and consultation is in progress.</p>
3	17/00348/FULPP	<p>Erection of a new car showroom with ancillary offices to be used for the sale and display of motor vehicles; an associated workshop for the repair, servicing and maintenance of motor vehicles together with associated car and cycle parking, access/highway works, drainage, bin store, landscaping, plant and ancillary works.</p> <p>Farnborough Business Park Templar Avenue Farnborough Hampshire</p> <p>This application has only recently been received and consultation is in progress.</p>

4	17/00447/FULPP	<p>Change of Use of The Beehive Public House to 8 flats, consisting of 6 x 1-bed units, 1 x 2-bed unit and 1 x studio, including erection of extensions at the rear and erection of new build at rear to create 2 x 1-bed units and 1 x 2-bed house.</p> <p>The Beehive 264 High Street Aldershot Hampshire</p> <p>This application has only recently been received and Consultation is in progress.</p>
5	17/00494/REMPP	<p>APPROVAL OF RESERVED MATTERS: for construction / conversion of existing buildings to provide 116 dwellings (Use Class C3) in Development Zone D (McGrigor), together with associated access, parking and public open space, pursuant to Condition 4 (1 to 21), attached to Outline Planning Permission 12/00958/OUT dated 10th March 2014.</p> <p>McGrigor Zone Wellesley, 116 Dwellings</p> <p>This application has only recently been received and Consultation is in progress.</p>
6	17/00495/LBC2PP	<p>LISTED BUILDING CONSENT: for internal and external alterations, (including demolition of outbuilding to St Michaels House and courtyard walls to Cambridge House), to facilitate the conversion of Cambridge House and St Michaels House to provide 3 dwellings as part of a scheme for 116 dwellings (Use Class C3) in Development Zone D (McGrigor). (PLEASE SEE APPLICATION REFERENCE 17/00494/REMPP FOR DRAWINGS AND DOCUMENTS).</p> <p>McGrigor Zone Wellesley, Listed Building Consent</p> <p>This application has only recently been received and Consultation is in progress.</p>

Section B

Petitions

Item	Reference	Description and address
		There are no petitions to report.

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The information, recommendations and advice contained in this report are correct as at the date of preparation, which is more than two weeks in advance of the Committee meeting. Because of these time constraints some reports may have been prepared in advance of the final date given for consultee responses or neighbour comment. Any changes or necessary updates to the report will be made orally at the Committee meeting.

Case Officer	David Stevens
Application No.	16/00837/FULPP
Date Valid	14th October 2016
Expiry date of consultations	9th June 2017 (in respect of amended plans received 16 May 2017)
Proposal	Comprehensive redevelopment of the site comprising demolition of existing buildings and site clearance and erection of 159 residential units (Use Class C3) (comprising 9 X 1-bedroom flats, 27 X 2-bedroom flats, 26 X 2-bedroom houses, 2 X 3-bedroom flats, 79 X 3-bedroom houses & 16 X 4-bedroom houses), associated parking and servicing, hard and soft landscaping, public amenity space and play areas, formation of vehicular access onto Southwood Road and other associated works.
Address	The Crescent Southwood Business Park Summit Avenue Farnborough
Ward	Cove and Southwood
Applicant	Legal & General Property Partners (Life Fund) Ltd
Agent	Quod
Recommendation	GRANT subject to s106 Planning Obligation.

Description and Relevant History

The site measures approximately 4.4 hectares, has an irregular shape and is currently part of Southwood Business Park. The site contains 13,551 sqm of office/research & development/light industrial (Use Class B1) floorspace in six substantial buildings of 2-3 and 3-4 storeys in height, together with approximately 1000 parking spaces in a decked undercroft and extensive surface parking areas. It was built in the mid-1980s. Five of the buildings (from north to south, Hermes, Galaxy, Futura, Europa and Delta Houses) are arranged in a semi-circle facing north-west towards Apollo Rise. The sixth building (Cygnus House) stands to the south-east of the 'Crescent' buildings. All of the buildings are vacant and unused and the majority have been unoccupied for a significant number of years. Over half of the overall floorspace has been continuously vacant for in excess of 5 years. The last building (Europa House) to become unoccupied was vacated by Airbus in February 2016. The vehicular entrances into the site from Apollo Rise are blocked to prevent unauthorised access and the site is still subject to some caretaking maintenance of the buildings and grounds. The site is monitored and patrolled by a security firm.

The site is bounded to the north by the London Waterloo to Southampton railway, with residential properties in Chiltern Avenue located on the opposite side of the railway lines. To the west the site is bounded by Apollo Rise, with commercial properties in the Business Park at Armstrong Mall opposite. The new Sarsen Stones restaurant/public house is opposite the south-west corner of the site at the junction of Apollo Rise with Summit Avenue (A327). Summit Avenue follows the south boundary of the site from the Apollo Rise T-junction to the west, to the Summit Roundabout junction (with Southwood Road, Southwood Lane and Ively Road). There are residential properties at Briars Close and Nevada Close on the opposite side of Summit Avenue screened by mature trees and shrubs. The majority of the east boundary of the site is with Southwood Road opposite Nos.89 to 95 Southwood Road and the side boundaries of other residential properties at Nos.21 and 40 Derwent Close. The original line of Ively Road terminates in a cul-de-sac end, with a number of residential properties fronting this road at an angle to the Southwood Road frontage. Nos.1-19 are progressively further separated from the site. The remaining section of the application site boundary to the north-east is shared with residential properties: the sides of No.84 Southwood Road and 4 Westglade, and Nos.5, 6, 8, 12, 13, 14, 15, 16 and 18 Westglade which directly or indirectly face and adjoin the site boundary. The final small section of the site boundary, in the north-east corner, adjoins a small grassed area with a parking area beyond.

Natural ground levels within the site fall from the north-west corner of the site adjoining the railway across the site to the south-east corner by approximately 4-5 metres. These levels have enabled the creation of an undercroft parking area, which occupies most of the site area within the semi-circle of the 'Crescent' buildings. The main vehicular entrance and landscaped amenity 'deck' above are level with the adjoining road at Apollo Rise. A semi-circular service road runs between the undercroft car park and the front elevations of the 'Crescent' buildings, crossed by pedestrian footbridges to the main entrances of each building at first-floor level. Surface car parking and service access is in a semi-circular area at ground level outside the 'Crescent' buildings. There is an outer perimeter road with further parking to each side that runs around Cygnus House (and an area of formal gardens and planting areas) linked to the lowest level of the undercroft car park, and which enters and exits the site at Apollo Rise in the north-west corner of the site. There is a further area of surface parking abutting the railway boundary and Westglade. The west boundary of the site adjoining Apollo Rise is enclosed by a perimeter retaining wall approximately 4 metres in height, with the current main site levels lower than the adjoining road.

The site currently contains 205 individual trees, including 12 groups. These are mainly located around the margins of the site. The Summit Avenue boundary of the site is screened by mature tree and shrub planting, with some of the specimen trees being subject to a Tree Preservation Order. The Southwood Road frontage of the site appears to be an older hedgerow that pre-dates the 'Crescent' development. This section of the landscape boundary screening is also mature and is dotted with some trees, including some subject to TPO. It is, in places, enclosed with post and rail fencing. The site boundary with Nos.84 Southwood Road and 4, 5, 6, 12, 13, 14 Westglade is screened with dense mature tree and shrub planting and a curved 1.8 metre high brick screening wall. There are 3 trees here that are subject to TPO. Beyond this, the actual site boundary is enclosed with 2 metre high chain-link fence and, in most part, hedge and shrub boundary planting within the neighbouring properties. The remaining site boundaries in the north-east corner and along the railway line boundary are enclosed with 2.5 metre chain-link and wire fences. These sections of the boundary are also subject to mature screen landscape planting, including groups of trees in both the north-east and north-west corners. Within the body of the site there are a number of smaller ornamental trees, planted as part of a more formal landscaping scheme to form the immediate setting of the commercial buildings.

The application seeks comprehensive re-development of the site. It is proposed to demolish all of the existing office buildings, undercroft parking area and amenity deck and erect a residential development of 159 dwelling units. This would consist of 9 x 1-bedroom flats, 27 x 2-bedroom flats, 26 x 2-bedroom houses, 2 x 3-bedroom flats, 79 x 3-bedroom houses & 16 x 4-bedroom houses. The flats would mainly be provided in three 4-storey blocks along the railway boundary. 5 would be provided as 'Flats Over Garages' (FOGs) at the entrances to some small private parking courtyards within the site layout. With the exception of twelve 4-bedroom 3-storey houses, the remainder of the proposed development would comprise 2-storey houses of 2-, 3- and 4-bedroom size.

Vehicular access to the development is proposed from Southwood Road in the form of a conventional T-junction. The existing vehicular entrances from Apollo Rise would be closed, with the existing entrance in the north-west corner of the site pedestrianised and kept available for emergency vehicle access, with a locked barrier or locking bollards preventing general use. Pedestrian and cycle access to the proposed development would be available from all of the road frontages.

As a result of concerns raised by the Highway Authority (Hampshire County Council) and Rushmoor's Transportation Strategy Officer in respect of details of the internal site layout design as originally submitted, amended plans and updated supporting information was submitted by the applicants on 16 May 2017. The amended plans make the following changes:-

- (a) The main entrance road is widened to 6.7m up to a minimum of 12m from entrance junction with entrance radii amended to 6.0m;
- (b) The width of emergency access off Apollo Rise is reduced to 4m.
- (c) Revisions are made to the site layout to re-locate residents' parking spaces so that they are better related to the dwellings they would serve;
- (d) Revisions to the siting of some houses to allow adequate cycle and bin access to the rear of all houses;
- (e) Revisions to the on-site children's equipped play areas.

The amended plans also include a revised detail plan for the proposed Southwood Road vehicular entrance demonstrating the availability of at least 2.4 by 52 metre sight-lines to both left- and right-hand sides to reflect the speed surveys undertaken on the road. This plan also shows how the existing Southwood Road cycleway would be identified as it crosses the proposed new road junction.

Within the site the roads have been designed to create a slow speed environment. A 6.1 metre carriageway with 2 metre footways and turning heads is proposed on all routes where refuse vehicle access is needed, with shared surface roads elsewhere. The proposed access road leads into the site to a T-junction with a central spine road running the length of the site from north to south. Cul-de-sacs join the spine road at intervals on both sides, dividing up the site into smaller 'blocks' of development. All of the proposed buildings would front directly onto a roadway. The proposed houses would have parking either on-plot to the side, in the roadway adjoining, or in small private parking courtyards. The proposed flats would be have an adjoining communal parking area. All the proposed houses would have access to their rear garden areas for cycle parking and bin storage. Communal arrangements would be provided for the proposed flats.

On-site provision of two areas of public open space in the form of childrens' play areas is proposed, including one Local Area of Play (LAP) and one Local Equipped Area of Play

(LEAP).

The houses and flats are of conventional design, finished mainly with brick elevations and concrete tiled roofs, either with simple transverse ridged roofs or front-rear gabled roofs. Render finishing or panels would be incorporated into feature gables on some units. The houses would be either detached, semi-detached or terraced units, mainly of two-storey height. The proposed FOG flats would be similarly designed. The proposed blocks of flats would be of 4-storey height with painted render elevations above a ground floor brick plinth. The roofs would be shallow-pitched and set behind parapet walls and covered with standing seam metal panel material. The external materials are indicated to be selected from a limited palette with designed variations throughout the development.

In terms of landscaping, it is proposed to retain as much of the existing mature boundary tree and shrub planting as possible, bolstered by new planting. Although some existing trees and shrubs from the margins of the site (and the majority of the existing formal planting within the existing development) would be removed for management and design reasons, it is proposed to plant a significant number of new trees and shrubs, particularly to soften the street-scape of the proposed internal estate roads and parking areas. Hard and soft landscaping plans are submitted with the application in this respect.

The application was submitted with a Design & Access Statement, Planning Statement, Transport Statement, Initial Travel Plan, Financial Appraisal Report, Noise & Vibration Assessment, Phase 1 Ground Conditions Assessment, Flood Risk Assessment, Surface Water Drainage Strategy, Sustainability Statement, Energy Statement, Ecological Assessment, Arboricultural Implications Report, and Statement of Community Involvement. Amended plans received on 16 May 2017 were accompanied by additions to the Design & Access Statement, Technical Transport Notes (Response to Highways Comments), Revised Initial Travel Plan, and Revised Arboricultural Report. In January 2017, the applicants responded to queries from the Council's Environmental Health Team. The applicants corresponded with the Lead Local Flood Authority (Hampshire County Council) seeking to address their queries. In June 2017, the applicants also submitted a GP Practice Capacity & Demand Report in response to objections raised by third-parties and the North East Hampshire & Farnham Clinical Commissioning Group in respect of local GP capacity.

The applicant is preparing a s106 Planning Obligation to secure Special Protection Area, Transport and Public Open Space financial contributions, and provision of affordable housing units on site; together with financial viability re-appraisal and overage clauses.

The applicant proposes to provide 32 affordable units on site, comprising 20% of the total number of units in line with the independently assessed conclusions of a Financial Viability Assessment. These would be a mixture of unit sizes and tenures: 19 affordable rented units (3 X 1-bedroom, 7 X 2-bedroom and 1 X 3-bedroom flats; 6 X 3-bedroom and 2 X 4-bedroom houses) and 13 intermediate affordable units (3 X 1-bedroom, 7 X 2-bedroom and 1 X 3-bedroom flats; and 2 X 2-bedroom houses).

The Council formally confirmed in October 2015 that the current proposals did not require an Environmental Impact Assessment (15/00715/SCREEN). In January 2016 the Council gave prior approval for the demolition of the six existing commercial buildings and decked undercroft car park at the site.

Consultee Responses

Planning Policy

No planning policy objections : the proposals meet

planning policy requirements and/or reflect the direction of travel in terms of emerging Local Plan policies.

Transportation Strategy Officer Response to plans originally submitted: Objection to the internal site layout design of the proposed development on the following grounds:-

- 1) Poor relationship between parking and residential units on the site.
- 2) Road widths inadequate in places
- 3) Likelihood of highway obstruction by parked cars for refuse and emergency access
- 4) Inadequate details of sight lines
- 5) Properties with no access to rear gardens (that require this for cycle storage)

Response to Amended Plans: No objections: The revised site layout now satisfactorily responds to the outstanding points remaining. Improvements have been made to allow access for cycles through parking areas to rear gardens. The amended site layout plan shows a satisfactory revised parking layout. Further changes have been made to parking spaces and the road widths have been clarified to deal with all outstanding highway.

HCC Highways Development Planning Response to plans originally submitted: More information required.

Response to Amended Plans: No highways objection subject to a condition; and subject to the applicant entering into a s106 Planning Obligation to secure (a) a Transport Contribution of £120,000 towards improvements to local pedestrian and cycleway links to the site and/or towards enhancements to local bus services; (b) the submission and implementation of a full Travel Plan; (c) payment of Travel Plan approval and monitoring fees; (d) provision of a surety mechanism to ensure implementation of the Travel Plan; and (e) implementation of off-site highway works as shown in principle of Drawing No.151703/A/03 Rev.M (Details of Proposed Vehicular Access onto Southwood Road).

Environmental Health Initial Comments: No objections subject to further information being provided concerning noise impact on residential properties at Chiltern Avenue as a result of proposed flatted blocks adjoining railway boundary.

Final Comments: No objection subject to conditions and informatives following receipt of additional information from the applicants in January 2017.

Community - Contracts Manager Initial response: Concern that width of estate roads, provision of trees and parking spaces within the scheme, compromised rear access to some houses, and an

inadequacy of the bin storage provision for flats would make domestic refuse collection difficult. Applicant's advised to contact the Contracts Manager (Domestic Bin Collection) for further advice.

Response to Amended Plans: No objection subject to condition. The amended plans address previous concerns except in respect of the proposed bin storage provision for the flats. A re-design this detail can be dealt with by condition.

Arboricultural Officer

No objections subject to works being carried out in accordance with the submitted Arboricultural Report and standard conditions and informatives.

Ecologist Officer

No objections subject to the implementation in full of the ecological enhancements set out in the submitted ecology report. It is recommended that Swift bricks are incorporated into the new-build properties rather than being installed as 'terraces'.

Parks Development Officer

No objections, and identifies POS projects for which a POS financial contribution should be sought in respect of amenity open space and sports grounds elements. Equipped children's play space element to be provided on site.

RBC Housing

Support : The Housing Team are in support of the proposals to provide 159 new homes, of which 32 would be affordable. It is accepted that the scheme is not able to deliver 35% affordable housing for demonstrated viability reasons, with 20% affordable housing being demonstrated viable. The range and mix of dwelling sizes and tenures is welcomed as generally supporting the housing needs of the Borough.

North East Hampshire &
Farnham Clinical
Commissioning Group

Objection: Local primary care services providers are already under pressure and are finding it difficult to keep pace with rising demand and, in some cases, are already working within buildings that are not meeting the preferred standards of suitability and sufficiency. We seek to avoid the position becoming exacerbated.

Hampshire County Council
Planning

No comments received.

Lead Local Flood Authorities

Initial Response: More information required.

Final Response following receipt of additional information:
No objections subject to conditions : The submitted proposed outline drainage strategy for the site is considered acceptable in principle. A number of comments made concerning what will be required at the detailed

design stage. Further information provided by the applicants in May 2017 in response does not provide adequate additional detail.

Hampshire Fire & Rescue Service	No objection.
Police Crime Prevention Design Advisor	No objection.
Network Rail	No objection.
Thames Water	<u>Initial Response</u> : More information required. <u>Final Response</u> : No objections following receipt of additional information.
Natural England	No objections subject to the appropriate SPA mitigation contribution being secured with a s106 Planning Obligation.
Hampshire & I.O.W. Wildlife Trust	No objections subject to standard conditions and informatives.
Southern Gas Network (Formerly TRANSCO)	No objection.
TAG	No objections.

Application Publicity & Neighbours Notified

In addition to posting a site notice and press advertisement, 295 individual letters of notification were sent to addresses including all properties physically adjoining or opposite the road frontages of the site. The overall radius of the letter notification beyond this encompassed properties in Ively Road, Southwood Road, Westglade, Morval Close, Kendal Close, Ambleside Close, Derwent Close, Ullswater Avenue, Richmond Close, Broadmead, Nevada Close, Briars Close, Southwood Village Centre, Aldrin Place, Armstrong Mall, Apollo Rise and Chiltern Avenue (on the opposite side of the railway lines to the north). These letters were sent on 14 October and indicated a comment date of 4 November 2016. A site notice was posted at the corner of Summit Avenue and Southwood Road. Three further site notices in Apollo Rise, Summit Avenue and Southwood Road were displayed indicating a comment date extended to 16 November 2016. The planning application was advertised in the Hampshire Independent newspaper.

Amended plans were received from the applicants on 16 May 2017. All neighbours originally notified (as above), plus respondents to the original notification, were notified by letter dated 19 May 2017. This letter indicated a reply date of 9 June 2017.

Neighbour comments

Original Plans : As a result of the original application publicity and neighbour, 46 representations were received from the occupiers of : 5 & 11 Ively Road; 5 Ullswater Avenue; 3 & 9 Broadmead; 8 & 12 Briars Close; 1 (twice), 12, 13, 15, 30 (twice), 32 & 34 Derwent

Close; 6, 10, 24 (twice), 25 (twice) & 26 Westglade; 9, 10 (twice), 14, 16, 21, 22, 23a, 25, 29, Flat 4 Christine Court (No.33), 43, 46, 50 (twice), 57, 60, 82 (twice), 84 & 93 Southwood Road; 33 Wren Way (twice); and 14 Carmarthen Close.

Although some respondents indicated no objection to the principle of redevelopment for residential purposes, the following grounds of objection were cited:

- 1) The proposals are contrary to adopted local planning policies.
- 2) Too many dwelling units are being proposed for the area of land involved. The density of development (36 dwellings/hectare) exceeds that of the surrounding residential areas by over 25%, is not justified, and would be out of character.
- 3) Roads in the vicinity of the application site cannot cope with additional traffic. There have been significant developments and changes in the area, including new retail and leisure developments in Farnborough town centre, the Morrisons petrol filling station, the new Marston's restaurant/public house (the 'Sarsen Stones'), the loss of the No.9 bus serving Southwood, and the occupation of the former Nokia site by BMW. The proposals for approximately 1500 dwellings at the nearby Hartland Park site have been submitted to Hart District Council and are under consideration. These have/will have a cumulative impact on traffic on local roads [Officer Note: existing and likely increased future traffic congestion is the most common concern raised in the objections received].
- 4) Some properties in Southwood Road have little or no on-site parking, occupiers have to parking on the road-side verges.
- 5) The applicant's argument that the proposed development would generate less traffic than the existing Southwood Crescent offices is not accepted on the basis that the offices have been entirely vacant now for some considerable time. Furthermore, the data is thought to be inaccurate and to count traffic associated with other commercial premises within the Southwood Business Park.
- 6) The applicant's statistics and conclusions in their Transport Statement and Summary appear flawed for not taking account of more recent developments and development proposals; and because traffic surveys usually have the effect of reducing traffic speeds whilst they are being undertaken, thereby not reflecting the usual situation;
- 7) Residents have existing difficulties seeking to exit Ullswater Avenue onto Ively Road and Westglade, Morval Close and individual properties along Southwood Road onto Southwood Road due to the volume, persistence and speed of passing traffic at peak times : people are trapped on their own properties or Estate. Various suggestions are made for highway improvements (such as new roundabouts etc) to alleviate these existing problems and it is queried/suggested by some respondents that the current applicants should be required to fund this. [Officer Note: a developer can only be required to address consequences arising from their own proposal, not to address existing problems].
- 8) Irrespective of the proposed development, traffic-calming of local roads is needed.
- 9) Inadequate on-site parking provision, likely to lead to dangerous and/or inconvenient overspill parking outside the proposed development. Each dwelling should be provided with a minimum of 3 parking spaces. The possibility of overspill parking taking place at the cul-de-sac end of Derwent Close is specifically mentioned and it is suggested that the pedestrian access from the Close into Southwood Road should be closed to prevent this.
- 10) Loss of privacy due to overlooking : specifically raised by the occupiers of Nos.6 & 26 Westglade and 12 Briars Close; this concern is raised more generally in respect of all properties backing onto the site at Westglade and other properties that are not currently overlooked.
- 11) Loss of light

- 12) Loss of trees.
- 13) Increased air pollution arising from increased traffic congestion from the proposal other recent significant developments in and around the town.
- 14) Inadequate existing sewerage and surface-water drainage infrastructure : the developer should pay for any improvements needed to ensure that existing residents will not be adversely affected. Flooding in the local area is more likely as a result of the proposed development.
- 15) Ground contamination.
- 16) Noise and other adverse environmental impacts (dust, smells etc), disturbance and inconvenience arising from the construction of the proposed development [Officer Note: it is long-standing Government guidance and policy that the effect of construction works to implement a planning permission cannot be taken into account in determining applications].
- 17) The proposed development is unlikely to be of any benefit to local residents : it should perhaps be used instead to provide a communal park, children's play space, youth centre, leisure facilities. The local area is poorly served by restaurants and shops. There are no facilities for children of any age in the area. The bowling alley in the Leisure Centre is small and could be replaced with a better one on this site. The existing buildings could, instead, be converted to provide affordable housing in the form of flats – which are much needed in Farnborough. [Officer Note: the Council can only consider the proposals that have been submitted with the planning application and cannot take into account other suggested uses of the site that may be considered preferable by others].
- 18) Policy OR4 requires more public open space provision than would be provided on site with the proposed children's play areas incorporated into the scheme.
- 19) Additional financial support should be provided for the provision of local services. There are existing problems with local GP and dental practice provision : there are waiting lists for the local GP and dental surgeries and people often have to wait weeks for an appointment with their GP/dentist.
- 20) The proposals are focussed entirely on providing additional residential development, however they do not provide additional public welfare infrastructure, such as extra GP practice and schooling provision to account for the additional population arising from the proposed development. Local schools have limited capacity and places available already : can the developer demonstrate that there is adequate capacity as a result of their proposed development without providing extra?
- 21) Concerns that the applicant's pre-application neighbourhood consultation exercise was not publicised widely enough

Objections relating specifically to the proposed vehicular access onto Southwood Road:

- 22) The proposed single vehicular access for the development to/from Southwood Road is seriously flawed and unacceptable, would cause/exacerbate existing significant traffic congestion on Southwood Road, and increase the likelihood and risk of traffic accidents;
- 23) Surely the proposed vehicular access(es) should be where they are as existing (from Apollo Rise) or constructed from Summit Avenue instead? It is not understood why the Council has allowed the application to propose, and is prepared to consider, vehicular access from Southwood Road [Officer Note: the Council are obliged to consider the proposals as submitted with the planning application];
- 24) The applicants have not made a case to justify creating a new vehicular access to serve their proposed development instead of the re-use of the existing access points or other (considered better and preferable) options. The applicant's reasons for proposing a vehicular access onto Southwood Road should not override the views and

wishes of local residents whom would be affected. [Officer Note: the applicant is not obliged to justify their choice of proposed vehicular access, other than to demonstrate that their proposal would not have a severe impact upon the safety and convenience of highway users].

- 25) The designers of the current Southwood Crescent commercial development ensured that Southwood Road was not used to provide a vehicular access to the site : this should be the starting position and Summit Avenue and Apollo Rise are designed to accommodate much more traffic than Southwood Road. It is suggested that the primary vehicular access should be from Apollo Rise, perhaps with a secondary or emergency access only to Southwood Road;
- 26) Southwood Road is often congested from end to end with queuing traffic during the evening rush hour and the proposed new vehicular access serving the development would exacerbate this;
- 27) Motorcyclists and cyclists overtaking the traffic queues on Southwood Road would be more at risk of being involved in accidents : cyclists already prefer to use the pavement since they feel safer doing so.
- 28) Traffic speeds on Southwood Road (in theory no more than 30mph) are routinely exceeded by the majority of motorists, such that the average traffic speed is (in reality) at least 40mph, and often higher. No account appears to have been taken of this in designing the proposed new access;
- 29) Despite the provision of sight-lines, the proposed new access would create hazardous conditions on Southwood Road due to its location on a bend in the road : a stationary vehicle seeking to turn right into the proposed access from Southwood Road would be seen too late by speeding traffic approaching from behind around a blind bend. Better sight-lines for the inside of the bend are needed.
- 30) The proposed new access is located close to an existing bus stop, which is already in a poor position; furthermore no account appears to be taken of the proximity to the Summit Avenue roundabout;
- 31) The road in the vicinity of the bend is subject to flooding during heavy rain;
- 32) Pedestrians (including children, people with disabilities, elderly persons etc) would be placed at increased risk of injury as a result of having to cross the new road junction : they already have difficulties safely crossing roads in the vicinity;
- 33) A significant number of lorries regularly use Southwood Road as a short-cut;
- 34) Emergency service access to the proposed development would be compromised by the lack a second vehicular access point [Officer Note: the proposals include provision of an emergency access for the use of the emergency services if needed].

Amended Plans : As a result of the Council's re-notification of neighbours and previous respondents a further 22 representations were received, comprising second objections from the occupiers of 12, 13 & 34 Derwent Close; and 9, 10, 16 (twice), 21, 24, 46, 57, 60, 82 & 84 Southwood Road. First representations were also received additionally from the occupiers of 7 Ively Road; 21 Derwent Close; 17 Briars Close; 80 Southwood Road; Units B2 & 17-18 Armstrong Mall; Rushmoor Cycle Forum; and Cllr Sue Carter. The following additional objections were cited:

- 35) Previous objections re-iterated and the applicants criticised for not listening to the concerns of local residents including, in particular, that the proposed vehicular access should be re-located to either Summit Avenue or Apollo Rise. The amended plans do not make any discernible changes to the proposals.
- 36) The applicants still do not provide any justification for proposing vehicular access to Southwood Road : using other access points would not deter buyers and the reason for persisting with access onto Southwood Road is considered to be greed /profit, which should not be taken into account by the Council. The Council should not ignore

the views of local residents as the applicants have.

- 37) The proposed site layout of the development is not in keeping with surrounding existing developments : unspecified in what respect.
- 38) Disabled people use the pavements in Southwood Road to get to Morrisons.
- 39) The Rushmoor Cycle Forum object to the proposals on the following summary grounds:-
- Provision of vehicular access onto Southwood Road is contrary to Hampshire County Council highways policies because the proposed access would make the 'place' status of Southwood Road worse. Summit Avenue is considered to be the appropriate place for vehicular access to be located instead;
 - Provisions for walking and cycling with the proposed development are contrary to Hampshire County Council highways policies and also Rushmoor Development Plan policies that seek to promote active travel as a viable alternative to use of cars. This requires convenient and safe access to surrounding cycle and walking networks: there should be a direct crossing into the cul-de-sac section of Ively Road, the Summit Avenue toucan crossing, to Apollo Rise, and to the Cove shops from the proposed development;
 - The cycle and walking accesses should not be restricted by barriers to impede smooth flow and make difficulties for disabled users, cargo bikes, tandems and mobility scooters;
 - Cycle storage should be provided for every dwelling on plot; and
 - The development should be subject to 20mph speed restrictions.
- 40) The owners of business premises within the Southwood Business Park whom have made representations following the notification in respect of the amended plans do not wish to encounter further disruption, noise, mess etc arising from building works in the vicinity. Further, they advise that getting in and out of Armstrong Mall and Apollo Rise is difficult in the evenings due to existing traffic congestion, especially as a result of traffic associated with the BMW offices. It is considered that these existing congested traffic conditions would be exacerbated by the current proposed development.

Policy and determining issues

The site is located within the built up area of Farnborough and within a Key Employment area. Both Summit Avenue and the mainline railway adjoining the application site are 'Green Corridors'.

The site is not located within or immediately adjoining a Conservation Area or adjoining a Listed Building.

Adopted Rushmoor Core Strategy (October 2011) Policies SS1 (Spatial Strategy), CP1 (Sustainable Development Principles), CP2 (Design and Heritage), CP3 (Renewable Energy and Sustainable Construction), CP4 (Surface Water Flooding), CP5 (Meeting Housing Needs and Housing Mix), CP6 (Affordable Housing), CP8 (Supporting Economic Development), CP10 (Infrastructure Provision), CP12 (Open Space, Sport and Recreation), CP13 (Thames Basin Heaths Special Protection Area), CP15 (Biodiversity), CP16 (Reducing and Managing Travel Demand), and CP17 (Investing in Transport) are relevant to the consideration of the current proposals.

Whilst the Core Strategy has policies that replace specific Local Plan policies, a number of Local Plan policies continue to be 'saved' and therefore remain in use for the time being until they are replaced by future tranches of Local Development Framework documents. In this respect, Local Plan Policies ENV5 (green corridors), ENV13 (trees), ENV16 (general development criteria), ENV19 (landscaping), ENV41-44 (surface water run-off), OR4 &

OR4.1 (public open space), TR10 (general highways criteria), and H14 (amenity space) are 'saved' policies that remain relevant to the consideration of this application.

The Council's adopted Supplementary Planning Documents (SPD) on 'Housing Density and Design' (May 2006), 'Planning Contributions - Transport' 2008, 'Car and Cycle Parking Standards', 2012, the Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy as updated February 2012; and the advice contained in the National Planning Policy Framework and Planning Practice Guidance are also relevant.

In June 2017 the Council published a second consultation version of the new Rushmoor Local Plan 2014 to 2032, containing emerging policies that are relevant to the consideration of the current application. This includes the identification of the Southwood Crescent site as a suitable site for approximately 150 residential units with, subject to viability, a target of 35% of homes to be delivered as affordable housing.

The main determining issues are considered to be:

1. Principle of development;
2. The visual impact on the character and appearance of the area, including impact on trees;
3. The impact on neighbours;
4. The living environment created;
5. Impact on wildlife;
6. Highway considerations;
7. Social infrastructure provision;
8. Affordable housing;
9. Drainage issues;
10. Renewable energy and sustainability;
11. Access for people with disabilities; and
12. Public open space.

Commentary

1. Principle -

The National Planning Policy Framework (NPPF) advises that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. These roles are defined as

"contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements including the provision of infrastructure;

supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon

economy."

The NPPF also advises that these roles should not be taken in isolation because they are mutually dependent, and the planning system should play an active role in guiding development to sustainable locations. Furthermore, it also advises that housing applications should be considered in the context of the presumption in favour of sustainable development to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

The proposals seek to re-use a vacant commercial site. Government legislation seeks to encourage and enable conversions of vacant offices into residential use. Whilst the current proposal is not 'permitted development' in this respect, legislation clearly indicates the general acceptability of such proposals. The proposed development is seeking to make more efficient use of previously developed land a clear objective of the NPPF and local planning policy. This is also acknowledged in the Council's Supplementary Planning Document "Housing Density and Design" published in April 2006.

Southwood Crescent currently forms part of the Southwood Business Park Key Employment Site (Core Strategy Policy CP8). Policy CP8 seeks to protect Key Employment Sites for employment purposes. The introduction of non B-class uses will be permitted where they would support, or not be detrimental to, the function and operation of the site. However, the Council's Key Employment Sites Study (2012) suggested the site could be released from B-class use. In assessing the site's function and operation, the Study stated that units in this area are largely vacant and provide a type and nature of B-class use which did not appear to meet market requirements. The Employment Land Review (2015) subsequently endorsed this position in recommending the amendment of the Southwood Business Park boundary to remove the 4.1ha currently occupied by The Crescent office park (the application site). As a result of these findings, the Draft Local Plan: Preferred Approach (June 2015) identifies The Crescent as suitable for approximately 150 residential units with a target of 35% of homes to be delivered as affordable housing, subject to viability. The housing allocation has been carried forward into the Local Plan: Draft Submission (June 2017). The principle of residential development on this site is therefore considered acceptable.

Objections have been raised on the basis that the proposed density (36 dwellings/hectare) is higher than surrounding existing residential development. Whilst surrounding residential development has a density in the range of 26-29 dwellings/hectare this does not give rise to material planning harm sufficient to justify refusal. The density without the blocks of flats on the railway boundary would be approximately 31 dwellings/hectare. The fact that flats are being proposed on a portion of the site is not considered likely to have a harmful impact upon the character and appearance of the area. The proposed development is primarily of two-storey houses and there are no policies in the Development Plan which prescribe the density of development. It is considered that the density of development proposed is acceptable in principle.

The applicants have undertaken an initial site investigation, which has not identified any significant ground contamination. No objection to the proposals is raised subject to the imposition of a planning condition to require further site investigation work to be undertaken; and remedial work should any unexpected ground contamination come to light during site clearance. It is considered that the risk of ground contamination affecting future residents is very low.

It is considered that the proposals are acceptable in principle and in line with Government objectives and the Council's own adopted and emerging planning policies.

2. Visual Impact –

The vicinity has a mixed character, with a variety of land uses and buildings of different types, ages, conventional external materials and extensions and alterations. Differences in visual appearance are not in themselves evidence of harm to the character of an area. The existing Southwood Crescent development is a readily visible landmark in the area due to the scale and height of the buildings. It is in a prominent position, open to public views, and adjoins busy strategic and local distributor roads. The existing buildings are showing their age due to long term vacancy.

The proposals would result in change in the visual appearance of the site. The existing large tall commercial buildings would be replaced by significantly smaller scale lower-rise buildings that would be much less visually prominent. Whilst proposed houses would be sited closer to the road boundaries of the site, this would not appear unusual or out of character for a housing development. Much of the existing boundary tree and shrub/hedge screening of the site adjoining Summit Avenue and Southwood Road would be retained, thereby softening the appearance of those elements of the proposed development that would be visible, including from the 'green corridors'. The development is not considered to give rise to any material harm to the visual character and appearance of the area. The layout and building design and materials would be conventional for housing. It is considered that the development would be of appropriate appearance; and finishing materials can be controlled by condition.

Of over 200 existing trees located on the site, some 86 trees would be removed as a result of the proposals. Most being Category C and U trees. No Category A trees (of which there are just two on site) and only 5 Category B trees would be removed. Those to be removed are generally smaller trees planted within the interior of the office landscaping or those which are damaged, poorly developed or compromising the growth of adjoining trees. There would be some thinning of the existing mature boundary tree planting for these reasons. Whilst there are a small number of trees to be removed to avoid conflicts with the proposed new built development of the scheme, these are not considered to be unjustified or unreasonable. The Council's Arboricultural Officer has considered the submitted Arboricultural Reports and also notes that the proposals also involve the planting of over 100 new trees within the estate layout and to bolster the existing planted margins of the site. It is not considered that the proposals would alter the main arboricultural features of the site, and would not have a significant adverse impact on the arboricultural character and appearance of the area. No objection is raised subject to the imposition of conditions and informatives; and the proposals are considered to be acceptable having regard to saved Local Plan Policy ENV13.

It is considered that the scheme would enhance the visual appearance of this site and would not detract materially from the established character and appearance of the area.

3. Impact on neighbours -

The existing commercial development has a significant impact on neighbours in the surrounding area as a result of the substantial mass and height of the buildings. The proposed smaller scale residential development is considered likely to improve relationships with neighbours. Although the existing buildings are vacant and unused, the lawful commercial use could be resumed, and the consequences if this in terms of, noise disturbance and activity, including the use of the car parking, lighting of external areas, traffic are a material consideration in the determination of the current application.

To the west the proposed development would abut Apollo Rise and commercial uses within

the remainder of Southwood Business Park. It is not considered that these commercial neighbours would be materially affected by the proposed development.

To the south the site is bounded by Summit Avenue, with residential properties at Nos.8-14 Briars Close and 6-10 Nevada Close located on the opposite side, largely beyond mature tree and shrub screening. Although concerns have been raised by the occupier of No.12 Briars Close about the possibility of loss of privacy due to overlooking, it is considered that the separation distances are more than sufficient to avoid this. The flank elevation of the Plot 114 3-storey house containing a first-floor flank landing window would be some 45 metres from the rear of No.14 Briars Close and further from No.12. The front elevations of houses at Plots 115 -119 would be in excess of 70 metres from the rear of No.12 Briars Close and 65 metres from the rear garden boundary of No.6 Nevada Close. The Plot 120-123 houses would face the Summit Roundabout and would have a similar separation distance from these neighbours. The separation distances and the existing and retained planting would prevent any material loss of light and outlook to properties on the south side of Summit Avenue.

Approximately two-thirds of the east boundary of the site fronts Southwood Road opposite Nos.89 to 95 and the side boundaries of Nos.21 and 40 Derwent Close. The proposed vehicular entrance would be opposite part of the side boundary of No.21 Derwent Close and obliquely opposite the front of No.89 Southwood Road. The proposed development would retain the existing hedgerow along this site boundary, with proposed two-storey houses sited side-on to the boundary. Proposed houses at Plot Nos.124-126 would back onto the site boundary at a distance of 35 metres from the front of No.93 Ively Road. The flank wall to flank separation of the Plot 152 house to No.21 Derwent Close would be 37 metres; and the flank of the Plot 140 house to the front of No.91 Southwood Road 33 metres. Nearer the Summit Roundabout, the flank elevation of the Plot 123 house would be 40 metres away at an angle to the front elevation of No.1 Ively Road. Whilst the outlook of properties opposite the Southwood Road boundary would change, the resulting relationships across the road would be acceptable in planning terms.

The remaining section of the application site boundary to the east is shared with Nos.84 Southwood Road and 4, 5, 6, 8, 12, 13, 14, 15, 16 and 18 Westglade. The final small section of the site boundary, in the north-east corner, adjoins a small grassed area with parking beyond. The existing commercial buildings at Futura House and Galaxy House are within approximately 30 metres. It is apparent that the design of the Crescent development took this into account, with substantial screen tree and shrub planting provided on this boundary. Incorporated into this screening is a curved free-standing 1.8 metre high brick wall set within the site boundaries. The actual boundary of the site shared with these adjoining properties is enclosed with chain-link fencing augmented by screen hedge beyond the site boundary. This existing screening would remain.

It is considered that relationships with neighbouring houses would be acceptable in planning terms. The replacement of existing commercial buildings with two-storey houses would generally improve the outlook and aspect of these neighbouring properties.

Plots 34-37 are a terrace of four 2-storey houses in the north-east corner of the site backing onto a communal grassed area and car parking beyond to the rear of the Westglade development. The Plot 37 house would be sited side on to Nos.13 and 14 Westglade at a distance of 17 metres; and would have a rear elevation separated from No.16 Westglade by 18 metres. Mature boundary planting is shown retained. The side elevation of the Plot 37 house would have no first-floor windows. A planning condition to remove permitted development rights for additional windows in the Plot 37 house is considered appropriate.

Network Rail have been consulted in respect of the application and have provided detailed requirements to be met by the developer in the conduct and undertaking of their proposed development. These requirements are enforced by Network Rail and the developers are required to make an entirely separate application to Network Rail seeking their consent for their proposed works. The applicant is aware of the Network Rail requirements, including the need to obtain a licence from them. Accordingly it is considered that any potential impacts of the proposed development on the adjoining railway property would be addressed outside the remit of the planning application.

Other residential properties to the north of the application site on the opposite side of the railway lines at Chiltern Avenue would be approximately 45 metres away at the nearest point. It is not considered that these properties would be subject to any material impact from the development.

No neighbouring residential dwellings are considered to be affected to the extent that planning permission could be reasonably withheld on this ground. It is therefore considered that the proposed development would result in acceptable relationships with neighbours.

4. The living environment created -

A Noise and Vibration Assessment has been submitted by the applicants. This confirms that the site is affected to an extent by railway and road noise. This can be satisfactorily dealt with by use of double-glazing and appropriate ventilation systems. It is proposed to install an acoustic fence along the railway boundary. It is considered that an acceptable internal and external noise environment can be provided for all of the proposed dwellings. The Head of Environmental Health & Housing accepts these conclusions and raises no objection to the living environment proposed on noise exposure grounds. Further information was sought from the applicants concerning the potential for the proposed acoustic fence to reflect railway noise towards existing residential properties in Chiltern Avenue on the opposite side of the railway. The Head of Environmental Health & Housing is satisfied on the basis of this submission that no undue impact on the noise environment at Chiltern Avenue would arise.

The proposal would provide 159 new dwellings of acceptable size, internal accommodation and relationships with neighbours. Although the proposed flats would have limited external amenity space, this is not unusual for flats. The majority of the flats would be provided with balconies and some communal amenity space would be provided within the site. Some significant landscaped areas would be retained on site.

It is considered that the living environment created would be acceptable in planning terms.

5. Impact on Wildlife -

The Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy is in place. This comprises two elements. Firstly, the provision of Suitable Alternative Natural Greenspace (SANG) at Southwood Woodland II in order to divert additional recreational pressure away from the Thames Basin Heaths Special Protection Area (TBHSPA) and secondly the provision of a range of Strategic Access Management and Monitoring Measures to avoid displacing visitors from one part of the TBHSPA to another and to minimize the impact of visitors on the TBHSPA. The proposal meets the criteria against which requests to allocate capacity at the Southwood Woodland II SANG will be considered. In accordance with the strategy, the applicant has agreed to make a financial contribution of £1,034,722 to provide and maintain the SANG at Southwood Woodland II that is to be secured by way of a s106 planning obligation. Natural England raises no objection to

proposals for new residential development in the form of Standing Advice provided that it is in accordance with the above strategy. Subject to the necessary s106 Agreement being completed in this respect, the proposal is therefore considered to have an acceptable impact on the Thames Basin Heaths Special Protection Area and to comply with the requirements of Core Strategy Policies CP11 and CP13.

The Council's Ecology Officer has raised no objections in terms of biodiversity. The Ecological Assessment submitted with the application is considered adequate. The Ecology Officer agrees with the applicant's Ecology Consultant that the habitats within the application site are of little intrinsic ecology value, with the vast majority of the site comprising buildings and hardstandings which continue to be subject to caretaking maintenance. Overall the site is considered to offer little scope for biodiversity and no statutory protected species were noted to be present. The existing mature and less formal planted margins of the site offer the best opportunities for biodiversity and are to be retained largely intact. Some measures for ecological enhancement are set out in the report and the Ecology Officer recommends that a condition be imposed requiring the recommendations in the report be implemented. It is also considered appropriate to add an informative to remind the applicants of their statutory obligations as far as protected species are concerned.

6. Highways considerations -

The application is accompanied by a Transport Assessment examining the highway implications of the proposed development compared with the situation that would occur with the existing offices in operation. As a result of comments raised by both Hampshire County Council and Rushmoor's Transportation Strategy Officer concerning the detailed design of the proposed new vehicular access onto Southwood Road and the internal layout design of the scheme, amended plans and supporting material were submitted on 16 May 2017. These are considered to have fully addressed the concerns that were initially raised by these consultees.

(a) Access/Egress Arrangements -

The main objections to the proposal have been on the grounds of access and impact on the local highway network. Of particular note is the view that the existing vehicular entrances from Apollo Rise should be used to serve the development or that a new entrance should be formed onto Summit Avenue. It is appropriate to look at alternative access options considered by the applicant, although it should be borne in mind that an applicant is not obliged to justify their choice of proposed vehicular access arrangements other than demonstrating that it is acceptable in highway terms. It is for the Council to consider whether or not those proposals are objectively acceptable. It is not material to this consideration for the Council to take into account alternative options believed or alleged to be more desirable.

The applicant did consider re-using the existing vehicular entrances on Apollo Rise despite the level of Apollo Rise being significantly higher than the natural ground level within the site. It would conceivably be possible to resolve this using ramped access. Forming a new entrance from Summit Avenue is not considered to be a realistic option given the limited spacing between the Apollo Rise junction and the Summit Roundabout on this primary strategic road.

The applicants do not consider the use of the existing entrances to be 'good planning'. The route faces the Business Park rather than integrating with existing residential development. There may be potential for conflict between commercial and domestic traffic. The applicant's site and context analysis identifies strong desire-line routes to/from the site to the east onto

Southwood Road, and the town centre beyond. The applicants consider they have demonstrated the proposed new Southwood Road access to be acceptable in highways terms and is their preferred option which they wish the Council to consider.

The amended plans of 16 May 2017, which included some modifications to the design of the proposed new access into the site from Southwood Road, have resulted in confirmation from Hampshire Highways that this is acceptable in technical terms. It is of sufficient width, geometry and design to serve the proposed development, including refuse and delivery lorries, emergency vehicles etc. The Highway Authority is satisfied that the proposed access can safely accommodate the level of traffic to/from the proposed development. Whilst concerns have been raised by objectors concerning the junction sight-lines because the proposed access is located on a bend in Southwood Road, it would be situated on the outside of the bend, such that the sight-lines are good and exceed those required. The position of the existing nearby bus-stop and traffic island opposite the end of Derwent Avenue are not considered to compromise the safety or operation of the proposed new access.

The possibility of speeding vehicles travelling west on Southwood Road around the bend then encountering stationary vehicles seeking to turn right into the proposed new entrance is not considered likely. Southwood Road is already 'traffic-calmed' seeking to reduce traffic speeds and there is 'Speedwatch Zone' signage on the approaches to the corner. The new entrance would include provision for additional warning signage and road marking.

The Highway Authority is satisfied that the proposed Southwood Road access is adequate to serve the proposed development alone. The additional proposed retention of the north-west Apollo Rise access point for emergency use is considered to be satisfactory as shown on the amended plans.

The principle of the proposed access arrangement is acceptable. The applicant is obliged to enter into an agreement with the highway authority to provide the roadworks, which will also consider the details of the design. Irrespective of the granting of a planning permission, no works can take place on the public highway without the Highway Authority's consent. Hampshire County Council can secure necessary agreements under highway legislation prior to works commencing on site.

Notwithstanding concerns raised by the Rushmoor Cycle Forum about provision for cycle and pedestrian access from the development being poor, the proposals are considered to make adequate provision for both. The transport Contribution sought by the Highway Authority would, in part, be directed to improvements to local pedestrian and cycleway links.

(b) Traffic Generation and Impact Upon Traffic Congestion -

A number of objectors cite traffic congestion and the capacity of Southwood Road, suggesting Southwood Road should be considered as a residential street that should not accommodate the extent of existing traffic. Although an unclassified road, Southwood Road is designated as a local distributor road and specifically identified as such in the road network of the Borough by the Rushmoor Local Plan.

The proposal involves the redevelopment of an existing substantial commercial office/research & development/light industrial use with approximately 1000 on-site parking spaces. The lawful use of the site could be resumed without the need for planning permission.

The submitted Transport Assessment considers the likely traffic generation of the proposed development compared to that of the existing lawful use. Both the number of vehicle trips that could be generated by the resumption of the existing commercial development and those which would be generated by the proposed development are calculated using the TRICS database. The Transport Assessment concludes that a fully occupied existing commercial development would be likely to generate 217 arrivals and 35 departures (235 two-way traffic movements) during the AM peak period (8.00 to 9.00am) and 27 arrivals and 185 departures (212 two-way traffic movements) during the PM peak period (5.00 to 6.00pm). The proposed residential re-development would, by comparison, be likely to generate significantly fewer traffic movements during the same peak periods : 24 arrivals and 64 departures (so 88 two-way traffic movements) during the AM peak, and 60 arrivals and 36 departures (96 two-way traffic movements) during the PM peak. It is therefore demonstrated that the proposed development would result in a theoretical net reduction of 165 two-way traffic movements during the AM peak and 115 during the PM peak.

The Transport Assessment considers the distribution of traffic arising from the existing and proposed development using travel pattern data from 2011 Origin-Destination Census data and also traffic count and queue length data undertaken on behalf of the applicants in 2015. Account is also taken of existing committed development schemes, including the proposed commercial development at Hartland Park allowed on appeal. Taking into account the change in the position of vehicular access for the site, it is concluded that whilst there would be some slight increases in net traffic volumes, these would not be significant and beyond the design capacity of the roads in the vicinity of the site, including Southwood Road. The Highway Authority accept the conclusions of the submitted Transport Assessment in this respect.

Objections to the proposed Southwood Road entrance cite existing occurrences of traffic queuing eastbound on Southwood Road, specifically during the evening peak period, which is thought likely to be exacerbated by the proposed development access. The Highway Authority agrees with the conclusions of the Transport Assessment that the additional traffic arising from the proposed development is unlikely to add significantly to this existing situation, particularly in comparison to the result of lawful resumption of the commercial use. It is noted that the cause of the queuing on Southwood Road appears to be congestion at the junction of Southwood Road with Cove Road that may have arisen from the closure of West Heath Road for road works. Whilst evidently inconvenient, the existence of a traffic queue in Southwood Road is not considered to give rise to significant highway safety issues. The existence of a queue can in fact lower traffic speeds.

Concerns have been expressed by objectors about the cumulative impact on traffic associated with the proposed Hartland Park development currently under consideration by Hart District Council. This is not yet an approved or accepted scheme and will be subject to traffic impact assessment of its own in the context of the planning application.

(c) Internal Layout –

The Council's Transportation Strategy Officer advises that the 16 May 2017 amendments and supporting information satisfactorily demonstrates that there are no issues for access by a large car or a Rushmoor refuse freighter. An analysis of the internal road junctions shows there to be adequate sight lines given the lower traffic speeds that would be encountered.

(d) Parking -

Each of the proposed dwellings would be provided with parking spaces of acceptable

number, size, location and arrangement, meeting the Council's adopted Parking Standards in full. Adequate visitor parking spaces are also provided in accordance with adopted requirements.

The proposed parking is considered acceptable to meet the functional needs of the development in this sustainable location. This conclusion is supported by the Highways Authority and the Council's Transportation Strategy Officer.

(e) Bicycle Parking, Refuse Collection and Deliveries -

Acceptable provision is made for bicycle parking on-site. In excess of 400 bicycle parking spaces can be provided. Each house has access to their garden areas where sheds would be used for domestic storage of this nature. Bin storage arrangements would also be acceptable. With respect to bin collection arrangements, the Community Contracts Manager has expressed concern that the proposed bin collection areas for the proposed flat blocks may be too small. There is scope to make adjustments that would resolve this matter. This can be satisfactorily dealt with by imposition of a suitable condition. The revised site layout is designed to enable access by refuse lorries and provides sufficient space for delivery lorries and vans.

(f) Transport Contributions -

The Highways Authority seek a Transport Contribution of £120,000 towards improvements to local pedestrian and cycleway links and a towards enhancements to local bus services. These are considered to be appropriately and reasonably related to addressing the impacts of the proposed development. Given the changes to the use of the site and the proposed means of vehicular access, it is inevitable that there would be consequential improvements needed to the local pedestrian and cycleway network to integrate the proposed development into the wider transport network. The Transport Contribution would be secured through the s106 Agreement.

Details of a Framework Travel Plan have been included in the Transport Assessment and also revised with the 16 May 2017 amendments. The Highway Authority considers these revised details to be acceptable. The applicant also commits to paying the HCC travel plan monitoring and evaluation fee, identifying the payment as £16,500. The requisite Travel Plan and contributions would be secured by the s106 Agreement.

(g) Construction Access -

Although the construction and other impacts of the implementation of a planning permission cannot be taken into material account in the determination of a planning application, the Highway Authority recommend that the preparation and submission to the Council for approval (as appropriate) of a Construction Management Plan is required by condition.

Conclusions –

As a result in changes in Government Planning Policy and Practice Guidance since 2015, in order to raise reasons for refusal to planning applications on highways grounds it is necessary for the Local Planning Authority to demonstrate with clear evidence that the proposals would give rise to a 'severe' impact to the safety and/or convenience of highway users. Accordingly, it is no longer possible to cite an adverse impact on highway safety and/or convenience : the adverse impact must now be demonstrably 'severe'.

It is clear that there are significant local concerns about the proposed development incorporating a new vehicular entrance from Southwood Road. However the technical evidence does not support the conclusion that the impact would be 'severe'. When compared to the potential impact of the resumption of lawful commercial use, the impact of the current proposal would not be significant in highway terms. The design of the proposed entrance is both conventional and acceptable in highways terms. As a result, there are no highways objections to the proposals as amended on 16 May 2017 from either the Highway Authority or the Council's Transportation Strategy Officer.

7. Social Infrastructure Provision -

Objections have been raised to the proposals on grounds that, in combination with other housing developments in the vicinity, existing problems with social infrastructure (such as access to healthcare and education) would be exacerbated. No views have been forthcoming from Hampshire County Council concerning education provision. The North East Hampshire & Farnham Clinical Commissioning Group (the CCG) has raised an objection to the proposed development on the basis that it may place additional pressure on local GP and primary care services and care facilities. Information has been submitted in response by the applicant's agent demonstrating that capacity already exists within existing health care infrastructure provision to accommodate the needs arising from their proposed development.

The Rushmoor Infrastructure Plan, which is key evidence for the new Local Plan, is the most appropriate place to identify capacity issues with healthcare infrastructure in Rushmoor. The Rushmoor Infrastructure Plan sets out that the CCG Primary Care Strategy (2016) identifies the need for a new model of access to primary care services, but that there is currently no method of collating demand data. This makes it difficult to provide the robust evidence (rather than colloquial commentary) required to identify specific schemes and to justify a financial contribution. At this stage it is only possible to generate rough estimates of capacity requirements. The Strategy states that the CCG will be working with GP Practices to implement a tool to map existing demand, measure capacity and utilise a trigger system for times of pressure. The outputs from such a methodology are likely to provide objective data to support infrastructure planning. The Council will work with the CCG to explore the collection of robust evidence to support new Local Plan policies. Further, through reviews of the Infrastructure Plan, the Council will assess the adequacy of healthcare infrastructure provision in the context of future planned development in order to set out healthcare infrastructure requirements.

The CCG objection to this particular development therefore must be considered on the basis of the available evidence to justify a contribution from a development of this scale in this location, and is set in the context of the more strategic Rushmoor Infrastructure Plan and Local Plan approach to infrastructure provision and planning obligations as set out above.

Development Plan policies support the provision of and/or financial contribution towards appropriate infrastructure, including health care related infrastructure, where justified by robust evidence. Core Strategy Policy CP10 and Draft Submission Policy IN1 set out that development should provide or meet the reasonable costs of providing infrastructure to meet the needs arising from the proposal and key infrastructure requirements are set out in the Infrastructure Plan. However, crucially to date, no clear and robust evidence has been submitted to support the need for this particular development to mitigate the impact on healthcare infrastructure in the Southwood area. s106 pooling restrictions also impose a particular constraint on the number of separate development projects from which contributions can be secured, which necessitates that the Council take a strategic approach to seeking and collecting such contributions from those schemes that could justify and

secure the resources to enable additional infrastructure capacity to actually be provided.

In this light, and the absence of robust evidence, it is concluded that it is not appropriate to seek a financial contribution from this particular development towards healthcare and, indeed, other forms of social infrastructure.

8. Affordable Housing –

Core Strategy Policy CP6 requires provision of 35% affordable housing with developments of 15 or more net dwellings subject to site viability. The application is accompanied by a viability assessment carried out on behalf of the applicant making the case that the current application site could not sustain more than 20% affordable housing provision (equating to 32 dwelling units) on viability grounds. In this respect, the proposed affordable housing units would be distributed throughout the proposed development and would be a mixture of unit sizes and tenures aimed at meeting some of the housing need in the area. The Council's Housing Team welcome the proposals and consider that they would be appropriate for the housing needs of the area.

The applicant's financial viability submissions have been assessed independently on behalf of the Council by DVS property specialists, the commercial arm of the District Valuer's Office, whom agree with the viability case submitted. It is considered that the 20% (32 dwelling unit) affordable housing proposal is acceptable and complies with the requirements of Core Strategy Policy CP6. It is recommended that, to ensure that the applicant does not benefit from any improvement in market value, or cost savings in the implementation of the development, without making an additional contribution to affordable housing, the development is subject to a financial re-assessment clause within the s106 legal agreement.

This means that, should the development be incomplete three years after commencement, and the financial return from the scheme is found to have increased substantially, an appropriate financial contribution would be made to the Council towards the provision of additional affordable housing. This would be up to the ceiling of the equivalent of the full 35% provision (a further 24 dwelling units) sought by Policy CP6.

9. Sustainable Development and Renewable Energy -

Following the Royal Assent of the Deregulation Bill 2015 (on 26 March 2015) the Government's current policy position is that planning permissions should no longer be granted requiring or subject to conditions requiring compliance with any technical housing standards such as the Code for Sustainable Homes. This is other than for those areas (such as Rushmoor) where Councils have existing policies referring to the attainment of such standards. In the case of Rushmoor this means that we can still require energy performance in accordance with Code Level 4 as set out in Policy CP3 of the Rushmoor Core Strategy. Sustainability and Energy Statements were submitted with the application in this respect. Such measures may be secured by way of condition and on this basis no objection is raised to the proposal in terms of Policy CP3.

10. Surface Water Drainage -

A Surface Water Drainage Strategy Report has been submitted with the application. The site is located on land at lowest risk of flooding. The applicants indicate that a SUDS system would be incorporated into the development to deal with surface water drainage on site. The Lead Local Flood Authority consider that the submitted information is acceptable in principle and forms a sound basis on which to design a detailed scheme. Accordingly, subject to the

imposition of a condition to require the submission of details in this respect, it is considered that the requirements of Core Strategy Policy CP4 would be met.

11. Access for People with Disabilities –

It is considered that there is no reason why development would be unable to provide adequate access for people with disabilities, where necessary, in accordance with the Building Regulations. In the circumstances it is considered that adequate facilities would be provided for people with disabilities using the proposed development.

12. Public open space -

The Local Plan seeks to ensure that adequate public open space (POS) provision is made to cater for future residents in connection with new residential developments. Core Strategy Policy CP10 and saved Local Plan Policies OR4 and OR4.1 allow provision to be made on the site, or in appropriate circumstances, a contribution to be made towards upgrading facilities nearby. The policy does not set a threshold of a particular number of dwellings or size of site above which the provision is required. In this case, the scheme is able to provide childrens' play space on site sufficient to cover this element of the overall POS requirement, in addition to some significant retention and new provision of landscape planting. However a financial contribution is required towards the off-site provision/enhancement of the amenity open space and sport pitch elements. It is considered that planning conditions can be imposed to require the retention, and submission of details of the proposed management, of the on-site play spaces and landscaping.

This is a circumstance where a contribution (in this case £236,590 towards the off-site provision of the POS amenity open space and sports pitch elements (comprising habitat improvements and footpath renovation at Southwood Meadows/Southwood Playing Fields and pitch refurbishments at Southwood Playing Fields) secured by way of a planning obligation would be appropriate. Subject to the applicant satisfactorily completing and submitting the s106 Agreement in this respect, the proposal is considered to be acceptable within the terms of Core Strategy Policies CP10, CP11 and CP12 and saved Local Plan Policy OR4.

Conclusions -

The proposal is considered to be acceptable subject to appropriate conditions and s106 financial contributions. It is considered that the proposals are acceptable in principle, to have an acceptable impact on the visual character and appearance of the area, to have no material or adverse impact on neighbours, and to provide an acceptable living environment. On the basis of the provision of a Transport Contribution, the proposed development is considered acceptable in highway terms. On the basis of the provision of a contribution towards the enhancement of existing public open space in the vicinity of the site, the proposals are considered to comply with the Council's. On the basis of the provision of a contribution towards the Southwood Woodland II SPA mitigation and avoidance scheme, the proposals are considered to have no significant impact upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area. On the basis of the independent assessment of the submitted Economic Viability Appraisal Report, and subject to the re-appraisal should the implementation of the proposed development be protracted, it is considered that the proposals are compliant with the requirements of Core Strategy Policy CP6. The proposals are thereby considered acceptable having regard to Policies SS1, CP1, CP2, CP5, CP6, CP10, CP11, CP12, CP13, CP15, CP16, and CP17 of the Rushmoor Core Strategy; saved Local Plan Policies ENV5, ENV13, ENV16, ENV21 & 22, ENV41-43, TR10,

OR4/OR4.1 and H14; and consistent with the approach indicated by draft policies of the Submission Draft new Rushmoor Local Plan 2014-2032.

FULL RECOMMENDATION

It is therefore recommended that subject to the completion of a satisfactory Planning Obligation under Section 106 of the Town and Country Planning Act 1990 by 25 September 2017 to secure the following:-

- 1) **£1,034,722.00** towards SPA avoidance and mitigation and access management at the Southwood Woodland II SANG mitigation scheme (comprising £932,750.00 SANG & £101,972.00 SAMM contributions).
- 2) **£236,590.00** towards the off-site provision of public open space comprising habitat improvements and footpath renovation at Southwood Meadows/Southwood Playing Fields (£129,049.00) and pitch refurbishments at Southwood Playing Fields (£107,541.00);
- 3) **£120,000.00** Transport Contribution towards improvements to local pedestrian and cycleway links to the site and/or towards enhancements to local bus services;
- 4) **£16,500.00** for the implementation, evaluation and monitoring of the Travel Plan;
- 5) To secure the provision on-site of **32 Affordable Housing units** of a mix of sizes and tenures to meet local housing needs; and
- 6) Financial viability re-assessment clauses in the event that the implementation and completion of the scheme is protracted beyond three-years from commencement and market conditions improve the value of the scheme.

the Head of Planning in consultation with the Chairman be authorised to **GRANT** planning permission subject to the following conditions and informatives:-

However, in the event that a satisfactory s106 Agreement is not received by 25 September 2017 the Head of Planning, in consultation with the Chairman, be authorised to refuse planning permission on the grounds that the proposal does not make satisfactory provision for a transport contribution in accordance with Council's adopted 'Transport Contributions' SPD and Core Strategy Policies CP10, CP16 and CP17; does not make satisfactory provision for public open space in accordance with Core Strategy Policies CP10, CP11 and CP12 and saved Local Plan Policy OR4; a financial contribution to mitigate the effect of the development on the Thames Basin Heaths Special Protection Area in accordance with The Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy and Core Strategy Policies CP11 and CP13; and affordable housing in accordance with Core Strategy Policy CP6.

- 1 The development hereby permitted shall be begun before the expiration of one year from the date of this permission.

Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, to reflect the objectives of the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy as amended July 2014 and to accord with the resolution of Rushmoor's Cabinet on 17 June 2014 in respect of Planning Report no PLN1420.

- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings:- PRP Architects Drawing Nos.AA4279-2000 REV.C, -2001 REV.B, -2002 REV.B; -2003 REV.B; -2004 REV.B, -2005 REV.B, -2006 REV.B, -2007 REV.B, -2008 REV.B, -2009 REV.B, -2010 REV.B, -2011 REV.B; -2012 REV.B, -2013 REV.B, -2014 REV.A, -2020 REV.A, -2021 REV.K, -2022 REV.F, -2023 REV.E, -2024 REV.E, -2025 REV.F, -2026 REV.E, -2027 REV.F, -2028 REV.C, -2030 REV.E, -2031 REV.D, -2032 REV.G, -2033 REV.G, -2034 REV.G, -2035 REV.G, -2036 REV.E, -2037 REV.E, -2038 REV.E, -2039 REV.E, -2040 REV.G, -2041 REV. H, -2042 REV.B, -2043 REV.B, -2044 REV.B, -2045 REV.B, -2046 REV.B, -2047 REV.B, -2048 REV.B, -2049 REV.B, -2050 REV.B, -2051 REV.B, -2055 REV.B; VECTOS Drawing No.151703/A/03 REV.M; PRP Architects Design & Access Statement, Energy Report, Sustainability Statement & Addendum to the Design & Access Statement (May 2017); Quod Planning Statement & GP Practice Capacity & Demand Report (June 2017); Vectos Transport Statement incorporating Initial Travel Plan, Technical Transport Notes (a 'Response to Highways Comments : January 2017' and 'Further Response to Highway Comments March 2017') & Revised Initial Travel Plan (May 2017); Quod Financial Appraisal Supporting Statement (Financial Viability) Report; Peter Brett Noise & Vibration Assessment, Phase 1 Ground Conditions Assessment, Flood Risk Assessment & Surface Water Drainage Strategy; Ecology Solutions Ltd Ecological Assessment; SJA Trees Arboricultural Implications Report (revised version May 2017); Legal & General Statement of Community Involvement.

Reason - To ensure the development is implemented in accordance with the permission granted.

- 3 No works shall start on site until a schedule and/or samples of the external materials to be used in the development have been submitted to, and approved in writing by, the Local Planning Authority. The Development shall be completed and retained in accordance with the details so approved.

Reason - To ensure satisfactory external appearance. *

- 4 No works shall start on site until a schedule and/or samples of surfacing materials, including those to access driveways/forecourts to be used in the development have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be completed and retained in accordance with the details so approved

Reason - To ensure satisfactory external appearance and drainage arrangements.*

- 5 No works shall start on site until plans showing details of the existing and proposed ground levels, proposed finished floor levels, levels of any paths, drives, garages and parking areas and the height of any retaining walls within the application site have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed and retained in accordance with the details so approved.

Reason - To ensure a satisfactory form of development in relation to neighbouring property.*

- 6 All screen and boundary walls, fences, hedges or other means of enclosure (including the acoustic fences identified in the Peter Brett Associates Noise & Vibration Assessment Report (September 2016) hereby approved shall be installed and completed in full as approved prior to the practical completion of the development and retained in

accordance with the details so approved thereafter.

Reason - To safeguard the amenities of neighbouring property.*

- 7 Notwithstanding the indications provided by the plans hereby approved, prior to occupation of the flat blocks A, B and C, revised details of the arrangements made for the on-site storage of refuse and recycling bins to be provided for each block shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and retained in accordance with the details so approved.

Reason - To safeguard the amenities of the area and to ensure that adequate storage capacity is provided for each of the flat blocks.*

- 8 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England), Order 2015 (or any Order revoking and re-enacting that Order), no development falling within Classes A, B, C, D and E of Part 1, Class B of Part 2 and Class L or Part 3 of Schedule 2 shall be carried out without the prior permission of the Local Planning Authority.

Reason - To protect the amenities of neighbouring residential properties and to prevent adverse impact on traffic and parking conditions in the vicinity.

- 9 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England), Order 2015 (or any Order revoking and re-enacting that Order), no additional windows, doors or openings of any kind shall be inserted in the elevations or roofspace of the dwellings hereby permitted without the prior permission of the Local Planning Authority.

Reason - To protect the amenities of neighbouring residential properties

- 10 Construction or demolition work of any sort within the area covered by the application shall only take place between the hours of 0800-1800 on Monday to Fridays and 0800-1300 on Saturdays. No work at all shall take place on Sundays and Bank or Statutory Holidays.

Reason - To protect the amenities of neighbouring residential properties and to prevent adverse impact on traffic and parking conditions in the vicinity.

- 11 Prior to the first occupation of the flats hereby permitted, details for a communal aerial/satellite dish system shall be submitted to and approved in writing by the Local Planning Authority. The new flats hereby permitted shall not be occupied until the approved scheme has been installed and made operational.

Reason - In the interest of the visual amenity of the area by avoiding the unnecessary proliferation of aerial/satellite dish installations on the building.

- 12 Prior to the commencement of development and Construction Management Plan to be adopted for the duration of the construction period shall be submitted to and approved in writing by the Local Planning Authority. The details required in this respect shall include:

- (a) the provision to be made for the parking and turning on site of operatives and construction vehicles during construction and fitting out works;
- (b) the arrangements to be made for the delivery of all building and other materials

- to the site, including construction servicing/delivery routes;
- (c) the provision to be made for any storage of building and other materials on site;
- (d) measures to prevent mud from being deposited on the highway;
- (e) the programme for construction; and
- (f) the protective hoarding/enclosure of the site.

Such measures as may subsequently be approved shall be retained at all times as specified until all construction and fitting out works have been completed.

Reason - In the interests of the safety and convenience of adjoining and nearby residential properties and the safety and convenience of highway users.

- 13 Provision shall be made for services to be placed underground. No overhead wire or cables or other form of overhead servicing shall be placed over or used in the development of the application site.

Reason - In the interests of visual amenity.

- 14 Before any construction works commence on site, details of all external lighting to be installed within the site and/or on the exterior of the buildings hereby permitted shall be submitted to and approved by the Local Planning Authority. The submitted details shall indicate the purpose/requirement for the lighting proposed and specify the intensity, spread of illumination and means of controlling the spread of illumination (where appropriate). The external lighting proposals as may subsequently be approved shall be implemented solely in accordance with the approved details and retained thereafter solely as such unless otherwise first agreed in writing by the Local Planning Authority. With the exception of lighting identified and agreed as being necessarily required solely for maintaining the security of the site/building during night-time hours, no other external lighting shall be used/operated during night-time hours (2300 to 0700 hours daily) unless otherwise first agreed in writing by the Local Planning Authority.

Reason - In the interests of the amenities of nearby residential properties; and to ensure that there is no unnecessary use of lighting at the site.

- 15 The dwelling units hereby permitted shall not be occupied until the new vehicular entrance from Southwood Road (including unobstructed sight-lines of the extent indicated on approved Vectos Drawing No.151703/A/03 Rev.M), emergency vehicle access, pedestrian and cycleway links, parking spaces, bicycle storage and bin storage areas shown on the approved plans have been constructed, surfaced and made available to occupiers of the development. The works so undertaken and facilities and sight lines provided shall be retained thereafter at all times for their intended purposes as shown on the approved plans. Furthermore, for the avoidance of any doubt, the parking spaces shall not be used at any time for the parking/storage of boats, caravans or trailers.

The reinstatement of the public footway to those portions of the site frontage no longer required for vehicular access as a result of the development shall be implemented in full prior to the first occupation of any of the dwellings hereby approved.

Reason - For the avoidance of doubt and to ensure the provision, allocation and retention of adequate vehicular and other access, off-street car and bicycle parking, servicing, and bin storage within the development.

16 No works pursuant to this permission shall commence until there has been submitted to and approved in writing by the Local Planning Authority: -

i. a desk top study carried out by a competent person documenting all previous and existing uses of the site and adjoining land, and potential for contamination, with information on the environmental setting including known geology and hydrogeology. This report should contain a conceptual model, identifying potential contaminant pollutant linkages.

ii. if identified as necessary; a site investigation report documenting the extent, scale and nature of contamination, ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study.

iii. if identified as necessary; a detailed scheme for remedial works and measures shall be undertaken to avoid risk from contaminants/or gas identified by the site investigation when the site is developed and proposals for future maintenance and monitoring, along with verification methodology. Such scheme to include nomination of a competent person to oversee and implement the works.

Where step iii) above is implemented, following completion of the measures identified in the approved remediation scheme a verification report that demonstrates the effectiveness of the remediation shall be submitted for approval in writing by the Local Planning Authority.

Reason - To ensure that the site is safe for the development permitted and in the interests of amenity and pollution prevention.*

17 In the event that unforeseen ground conditions or materials which suggest potential or actual contamination are revealed at any time during implementation of the approved development it must be reported, in writing, immediately to the Local Planning Authority. A competent person must undertake a risk assessment and assess the level and extent of the problem and, where necessary, prepare a report identifying remedial action which shall be submitted to and approved in writing by the Local Planning Authority before the measures are implemented.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared and is subject to approval in writing by the Local Planning Authority.

Reason - To ensure that the site is safe for the development permitted and in the interests of amenity and pollution prevention.

18 Prior to the first occupation of any of the dwellings hereby permitted, details for the management/maintenance of the on-site communal play areas shall be submitted to and approved in writing by the Local Planning Authority. The on-site parking areas shall subsequently be provided available for use prior to the practical completion of the development; and retained and maintained thereafter.

Reason - To ensure the satisfactory provision, retention and maintenance of the on-site communal play areas in perpetuity for their stated purpose.

19 Prior to the first occupation of the dwellings hereby permitted the acoustic barriers fences and other acoustic protection measures identified in the Peter Brett Associates Noise & Vibration Assessment Report (September 2016) hereby approved shall have been implemented in full and shall subsequently be retained thereafter.

Reason - In the interests of the amenities of occupiers of the proposed dwellings.

20 Prior to the first occupation of any of the dwellings hereby permitted, details of measures to achieve the energy performance standards in accordance with Code Level 4 of the Code for Sustainable Homes or equivalent for each of the dwelling units hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Such details as may be approved shall be implemented in full prior to the first occupation of the dwelling(s) to which they relate and retained in perpetuity.

Reason - To reflect the objectives of Policy CP3 of the Rushmoor Core Strategy. *

21 Site clearance and works to implement the permission hereby permitted shall be undertaken in accordance with the recommendations of the Ecology Solutions Ltd. Ecological Assessment Report (September 2016) hereby approved.

Reason - In the interests of protected wildlife.

22 All planting, seeding or turfing comprised in the details of landscaping hereby approved shall be carried out in the first planting and seeding season following the occupation of the buildings or the practical completion of the development, whichever is the sooner, and 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 otherwise first agreed in writing by the Local Planning Authority.

Reason - In the interests of amenity and to help achieve a satisfactory standard of landscaping.

23 No works shall start on site until existing trees and shrubs/hedges to be retained on and adjoining the site have been adequately protected from damage during site clearance and works in accordance with the details that are set out in the SJA Trees Arboricultural Implications Report (September 2016) and tree retention and removal plans hereby approved with the application. Furthermore, no materials or plant shall be stored and no buildings erected within protective fencing to be erected at the margins of the root protection area of each tree/shrub/hedge to be retained as appropriate.

Reason - To ensure that existing trees are adequately protected in the interests of the visual amenities of the site and the locality in general.

24 Notwithstanding the details submitted with the application, prior to the commencement of development details of measures to incorporate Sustainable Drainage Systems (SUDS) into the new built development shall be submitted to and approved in writing by the Local Planning Authority. Such details as may be approved shall be implemented in full prior to the first occupation of the newly built residential units and retained in perpetuity.

Reason - To reflect the objectives of Policy CP4 of the Rushmoor Core Strategy. *

- 25 With the exception of any trees specifically shown on the approved plans to be felled, or as may be otherwise agreed in writing by the Local Planning Authority, no tree, or hedge within the application site shall be lopped, topped, felled, destroyed or damaged.

Reason - To preserve the amenity value of the tree(s) and shrubs.

- 26 No part of the development hereby approved shall be used or occupied until the road(s) and/or footpath(s) have been completed in accordance with a specification to include:
(i) all relevant horizontal cross-sections and longitudinal sections showing existing and proposed levels, details of street lighting and surface water disposal provision; and
(ii) a programme for their construction;
which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works on site.

Reason - To ensure the provision of access to the development on roads and footpaths of a satisfactory standard.*

- 27 No part of the development hereby approved shall be occupied until a landscape management plan detailing management responsibilities and maintenance schedules has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved.

Reason - To ensure the amenity value of the trees shrubs and landscaped areas is maintained.*

INFORMATIVES

- 1 **INFORMATIVE - REASONS FOR APPROVAL** - The Council has granted permission because:-

The proposals are considered to be acceptable subject to appropriate conditions and/or s106 financial contributions being secured. It is considered that the proposals are acceptable in principle, to have an acceptable impact on the visual character and appearance of the area, would have no material and adverse impact on neighbours, and would provide an acceptable living environment. On the basis of the provision of a Transport Contribution, the proposed development is considered acceptable in highway terms. On the basis of the provision of a contribution towards the enhancement of existing public open space in the vicinity of the site, the proposals are considered to comply with the Council's policies concerning provision and enhancement of public open space. On the basis of the provision of a contribution towards the Southwood Woodland II SPA mitigation and avoidance scheme, the proposals are considered to have no significant impact upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area. On the basis of the independent assessment of the submitted Economic Viability Appraisal Report, and subject to the re-appraisal should the implementation of the proposed development be protracted, it is considered that the proposals are compliant with the requirements of Core Strategy Policy CP6. The proposals are thereby considered acceptable having regard to Policies SS1, CP1, CP2, CP5, CP6, CP10, CP11, CP12, CP13, CP15, CP16, and CP17 of the Rushmoor Core Strategy; saved Local Plan Policies ENV5, ENV13, ENV16, ENV21 & 22, ENV41-43, TR10, OR4/OR4.1 and H14; and consistent with the approach indicated by draft policies

of the Submission Draft new Rushmoor Local Plan 2014-2032.

It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.

- 2 INFORMATIVE - Your attention is specifically drawn to the conditions marked *. These condition(s) require the submission of details, information, drawings etc. to the Local Planning Authority BEFORE WORKS START ON SITE or, require works to be carried out BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING.

Development started, carried out or occupied without first meeting the requirements of these conditions is effectively development carried out WITHOUT PLANNING PERMISSION.

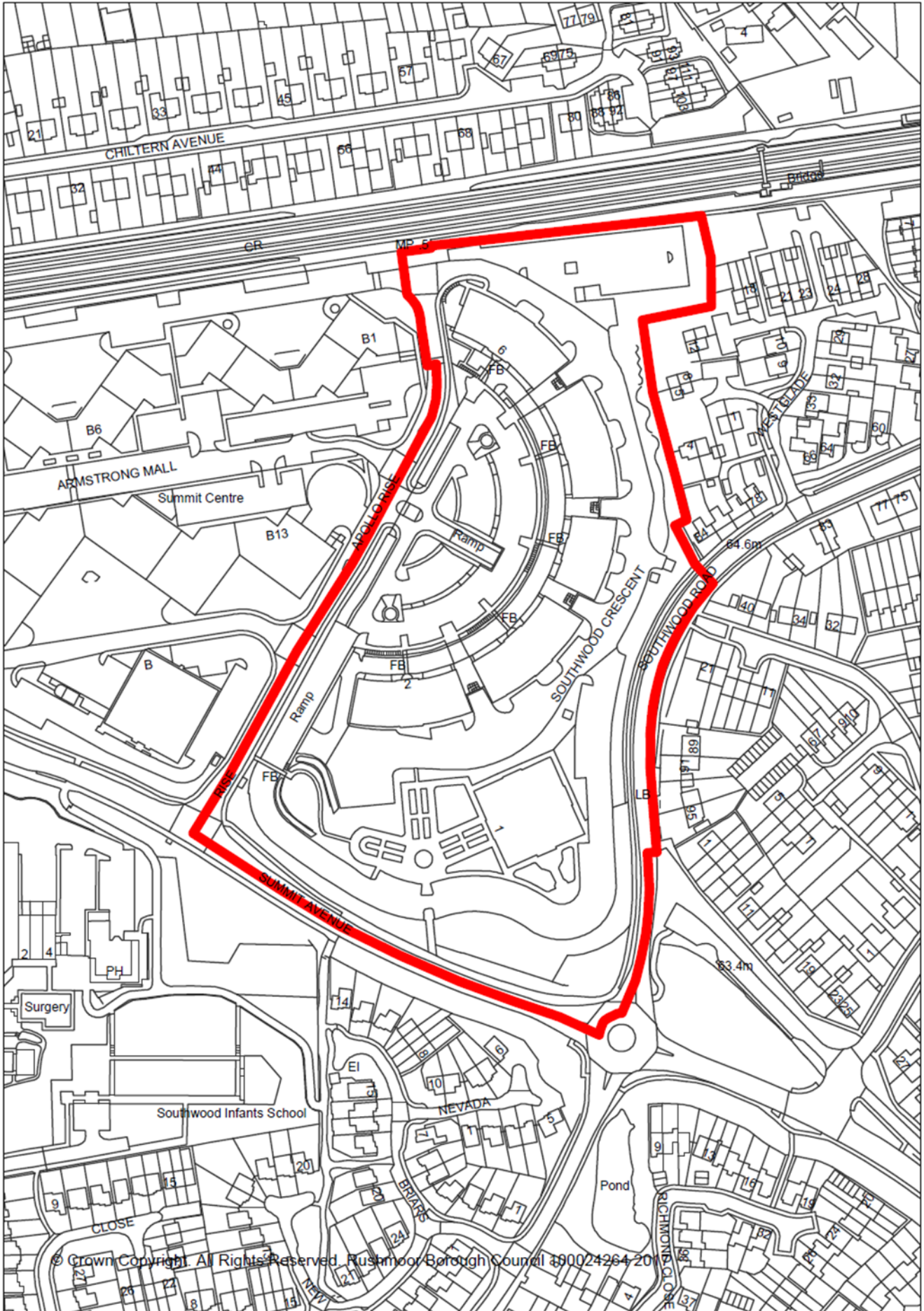
The Council will consider the expediency of taking enforcement action against any such development and may refer to any such breach of planning control when responding to local searches. Submissions seeking to discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.

- 3 INFORMATIVE - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 4 INFORMATIVE - The applicant is recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by:
- a) ensuring the design and materials to be used in the construction of the building are consistent with these aims; and
 - b) using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.
- 5 INFORMATIVE - The applicant is advised to follow good practice in the demolition of the existing buildings on site including the re-use of all material arising from demolition as part of the redevelopment wherever practicable. Please contact Les Murrell, Strategy Co-ordinator (Sustainability) at Rushmoor Borough Council on 01252 398538 for further information.
- 6 INFORMATIVE - The applicant is advised to contact the Recycling and Waste Management section at Rushmoor Borough Council on 01252 398164 with regard to providing bins for refuse and recycling. The bins should be:
- 1) provided prior to the occupation of the properties;
 - 2) compatible with the Council's collection vehicles, colour scheme and specifications;
 - 3) appropriate for the number of occupants they serve;
 - 4) fit into the development's bin storage facilities.
- 7 INFORMATIVE - The planning permission hereby granted does not authorise the applicant, or his agents, to construct a new/altered access to, or other work within, the public highway. A separate consent for works within the highway must first be obtained from the highway authority who may be contacted at the following address:- Hampshire County Council Highways Sub Unit, M3 Motorway Compound, Hook, Hampshire, RG27

9AA.

- 8 INFORMATIVE - Measures should be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway throughout the construction period.
- 9 INFORMATIVE - Desk top studies and site investigation reports dealing with Land Contamination should be prepared in accordance with guidance in Contaminated Land Research Report Nos. 2 & 3 and BS10175: 2001
- 10 INFORMATIVE - The tree works permitted should be carried out in accordance with good practice as stated in "British Standard: Recommendations for Tree Work", BS3998.
- 11 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Environmental Health for advice.
- 12 INFORMATIVE - The applicant is advised to contact the Head of Environmental Health regarding the requirement to provide acoustic insulation. Any scheme of acoustic insulation must be in accordance with the specifications provided in Schedule 1 of the Noise Insulation Regulations 1975 and must include details of acoustic mechanical ventilation and, where appropriate, solar control.
- 13 INFORMATIVE - Future occupiers of the development should be made aware that aircraft approaching and departing TAG Farnborough Airport could be seen, and (dependent on weather conditions and ambient noise from other sources) heard from the application site.
- 14 INFORMATIVE - It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas a dwelling should have separate connections: a) to the public foul sewer to carry waste from toilets, sinks and washing machines, etc, and b) to public surface water sewer for rainwater from roofs and surface drains. Mis-connections can have serious effects: i) If a foul sewage outlet is connected to a public surface water sewer this may result in pollution of a watercourse. ii) If a surface water outlet is connected to a public foul sewer, when a separate surface water system or soakaway exists, this may cause overloading of the public foul sewer at times of heavy rain. This can lead to sewer flooding of properties within the locality. In both instances it is an offence to make the wrong connection. Thames Water can help identify the location of the nearest appropriate public sewer and can be contacted on 0845 850 2777.
- 15 INFORMATIVE - The applicant is advised that during the demolition and construction phases of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Head of Environmental Health.
- 16 INFORMATIVE - The applicant is requested to bring the conditions attached to this permission to the attention of all contractors working or delivering to the site, in particular any relating to the permitted hours of construction and demolition; and where practicable to have these conditions on display at the site entrance(s) for the duration of the works.

- 17 INFORMATIVE - In the UK all species of bats are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and under Schedule 2 of the conservation (Natural Habitats & c) Regulations 2004. Other species are also subject to statutory protection. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works would constitute an offence. If bats or signs of bats, or any other protected species, are encountered at any point during development then all works must stop immediately and local Natural England office and Rushmoor Borough Council must be informed.
- 18 INFORMATIVE - The Local Planning Authority's commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.





Aerial photograph of The Crescent (courtesy of Bing Maps)



SECTION AA (PART I)



SECTION AA (PART II)



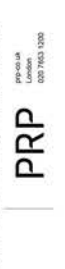
SECTION AA (PART III)

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 PRP
 1000
 London
 020 7933 1000

THE CRESCENT FARNBOROUGH
 Proposed Street
 Section/Elevation AA

Drawn: AK
 Checked: AK
 Date: 10/2024
 Scale: 1:200 @ A1

Revision
 No. Date Description
 1 10/2024 Initial design
 2 10/2024 Final design
 3 10/2024 Final design





SECTION FF



SECTION GG (PART I)



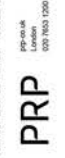
SECTION GG (PART II)

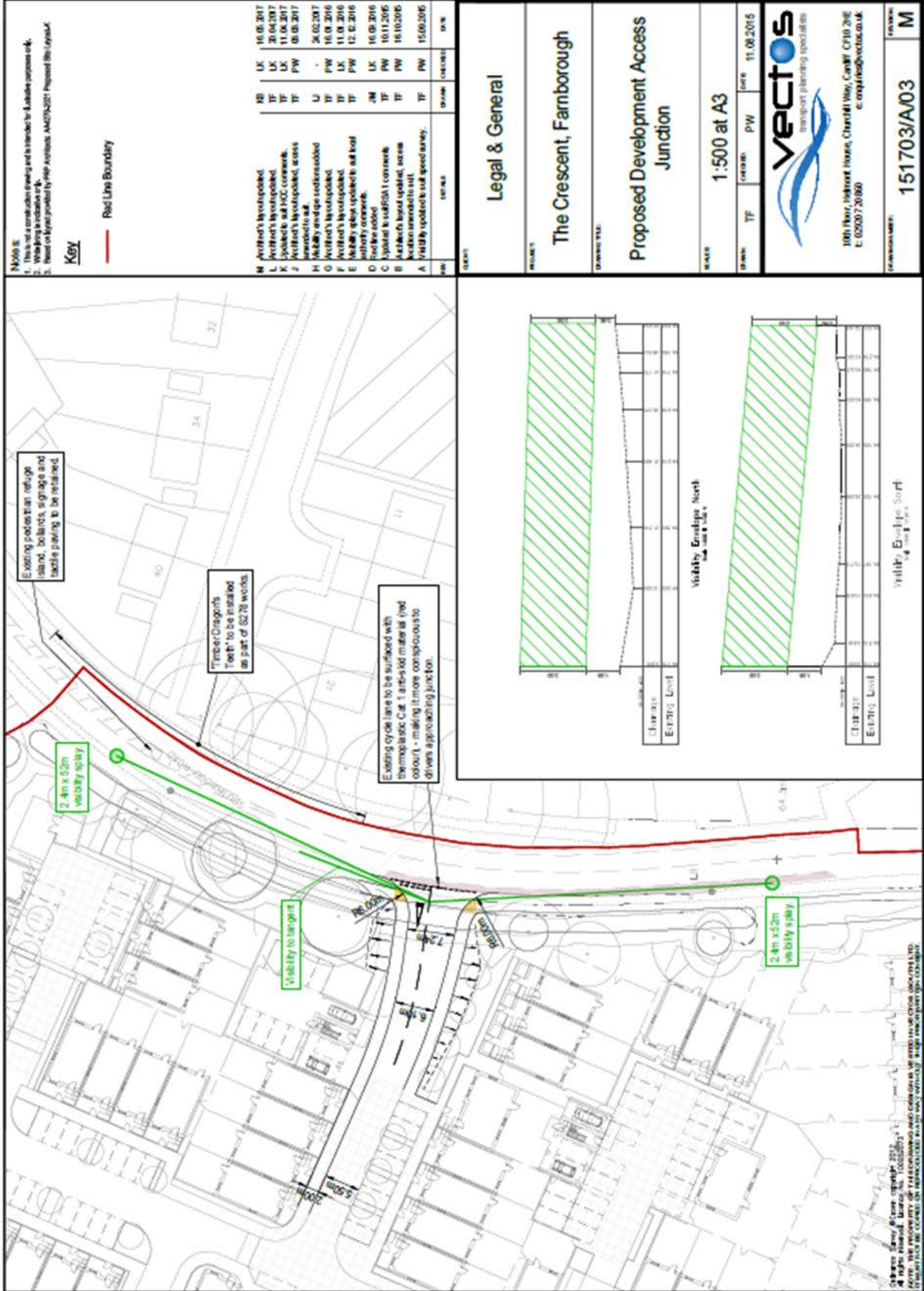
100% RESIDENTIAL DEVELOPMENT
 This rendering is for illustrative purposes only and does not represent a final design. It is subject to change without notice. All dimensions and materials are subject to availability. All construction shall be in accordance with the relevant Building Regulations and Planning Permission. Do not scale drawings. All ground elevations to be marked to an all levels. All structural property rights reserved.



Project Name	THE CRESCENT FARNBOROUGH
Client	PRP
Architect	Ordnance Survey (C) Drawn Copyright 2015. All rights reserved. Licence number 100022432
Drawn By	AA4279/2027
Checked By	F
Date	16/12/2019
Scale	A1 1:200
Sheet	PLANNING

Ordnance Survey (C) Drawn Copyright 2015. All rights reserved. Licence number 100022432
THE CRESCENT FARNBOROUGH
 Proposed Street
 Section/Elevations FF & GG
 PLANNING





Notes

- This set of drawings is to be read in conjunction with the following documents only:
- Working in relation to the:
- Based on layout provided by H&P Architects, 042924207 Proposed Site Layout

Key

— Red Line Boundary

REV	DETAILS	DATE	CHECKED	DATE
M	Architect's layout updated	UK		16.08.2017
L	Architect's layout updated	UK		20.04.2017
K	Updated all H&P contracts	UK		11.06.2017
J	Architect's layout updated, access amendments added	PW		08.05.2017
H	Architect's layout updated			24.02.2017
G	Visibility studies redimensioned	PW		16.01.2016
F	Architect's layout updated	UK		11.01.2016
E	Visibility study updated, all footpaths updated	PW		12.12.2016
D	Footpaths updated	UK		16.09.2016
C	Footpaths updated	PW		10.11.2016
B	Architect's layout updated, access location amended to suit	PW		16.10.2016
A	Visibility study updated, all speed survey	PW		15.09.2016

Legal & General

PROJECT
The Crescent, Farnborough

DRAWING TITLE
Proposed Development Access Junction

SCALE
1:500 at A3

DATE
DATE: TF CHECKED: PW DATE: 11.08.2015

vectoros
transport planning specialists

10th Floor, Helixway House, Church Way, Cardiff CF10 2HE
t: 02030720800 e: enquiry@vectoros.co.uk

CLIENT REF: 151703/A/03 **PROJECT NO:** M

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The information, recommendations and advice contained in this report are correct as at the date of preparation, which is more than two weeks in advance of the Committee meeting. Because of these time constraints some reports may have been prepared in advance of the final date given for consultee responses or neighbour comment. Any changes or necessary updates to the report will be made orally at the Committee meeting.

Case Officer	Wendy Betteridge
Application No.	17/00544/FUL
Date Valid	27th June 2017
Expiry date of consultations	19th July 2017
Proposal	Replacement of existing silver aluminium framed windows with double glazed white uPVC
Address	Flat 4 11 Netley Street Farnborough Hampshire GU14 6AH
Ward	St Mark's
Applicant	Miss H Shuttler The applicant is an employee of Rushmoor Borough Council
Recommendation	Grant subject to expiry of consultation period

Description

Flat 4 11 Netley street is a first floor flat in a block of 4 purpose-built flats, built in the mid-1930's The development also includes an identical two storey block of four flats known as 9 Netley Street. The two blocks of flats are sited on the corner of Netley Street and Winchester Street and are enclosed by a high red-brick wall with two entrance/exit points. The front of the property faces private garages and a private rear garden that serves all 8 flats.

The property lies within the South Farnborough Conservation Area and the two buildings are of 1930's design. The external appearance is of red brick on the lower half and white paint render above. All the existing windows are of a plain simple design. Most of them have been replaced over the years with white uPVC double glazed units.

Flat 4 is the only flat within this block to currently have aluminium framed windows which have replaced the original windows. The proposal seeks to replace six windows to the kitchen, bedrooms, bathroom and living room. There are slight modifications to the designs of windows to the bathroom and living room.

Consultee Responses

Conservation Officer	Comments awaited
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Neighbours notified

In addition to the display of a site notice 10 individual letters of notification were sent to residents within Netley Street and Winchester Street.

Neighbour comments

No objections have been received at the time of this report.

Policy and determining issues

The site is located within the built up area of Farnborough with the South Farnborough Conservation Area. As such policies CP1 (Sustainable Development Principles), CP2 (Design and Heritage) and CP3 (Renewable Energy and Sustainable Construction) of the Rushmoor Core Strategy and "saved" policies ENV17 (General Development and Design Criteria), ENV32, ENV34 and ENV36 (Conservation Areas) of the Rushmoor Local Plan Review are relevant to the consideration of this proposal as is the advice contained in the National Planning Policy Framework.

The main determining issues are the impact of the proposal on the character of the area, having regard to site's location within the South Farnborough conservation area and on adjoining occupiers.

Commentary

The National Planning Policy Framework states, in relation to conserving and enhancing the historic environment, that where a development proposal leads to less than substantial harm to a designated heritage asset, this harm should be weighed against the public benefits of the proposal. As supported by development plan policy within a conservation area, the design, proportion and method of opening of new windows should not cause harm to the character of the area. However if these issues may be satisfactorily addressed, the use of uPVC may be acceptable.

The proposed replacement windows will be of the same proportion and style as the existing windows and the frames have a profile that mimics the styling of traditional timber frames. The windows would be in keeping with other windows on the building apart from a proposed top hung opening to the small living room window rather than a fixed window pane to allow additional ventilation. The view from this window looks directly to a blank side wall of the adjoining block at 9 Netley Street and is not visible within the street scene. The modification to the bathroom window would be that it would open in the opposite direction to the current opening to provide more privacy, and would be obscurely glazed.

The main living room and bedroom windows overlook the private gardens adjoining Winchester Street and the kitchen, second bedroom and bathroom look onto Netley Street. They are not considered to be visually prominent as the building is set back from the road behind garages and the high brick wall.

The windows are replacing existing windows in the building. It is considered that there will be no change to the pattern of overlooking and the windows will reflect the existing situation and therefore no material loss of outlook is considered to result.

In conclusion, the proposal is not considered materially harmful to the character of the area, having regard to the site's location within the South Farnborough conservation area or the

amenities of adjoining occupiers having regard to development plan policy and the National Planning Policy Framework

FULL RECOMMENDATION

It is recommended that subject to no new or substantial objections being received before the expiry of the consultation period on 18th July 2017, the Head of Planning in consultation with the Chairman be authorised to **GRANT** consent subject to the following conditions and informatives:

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

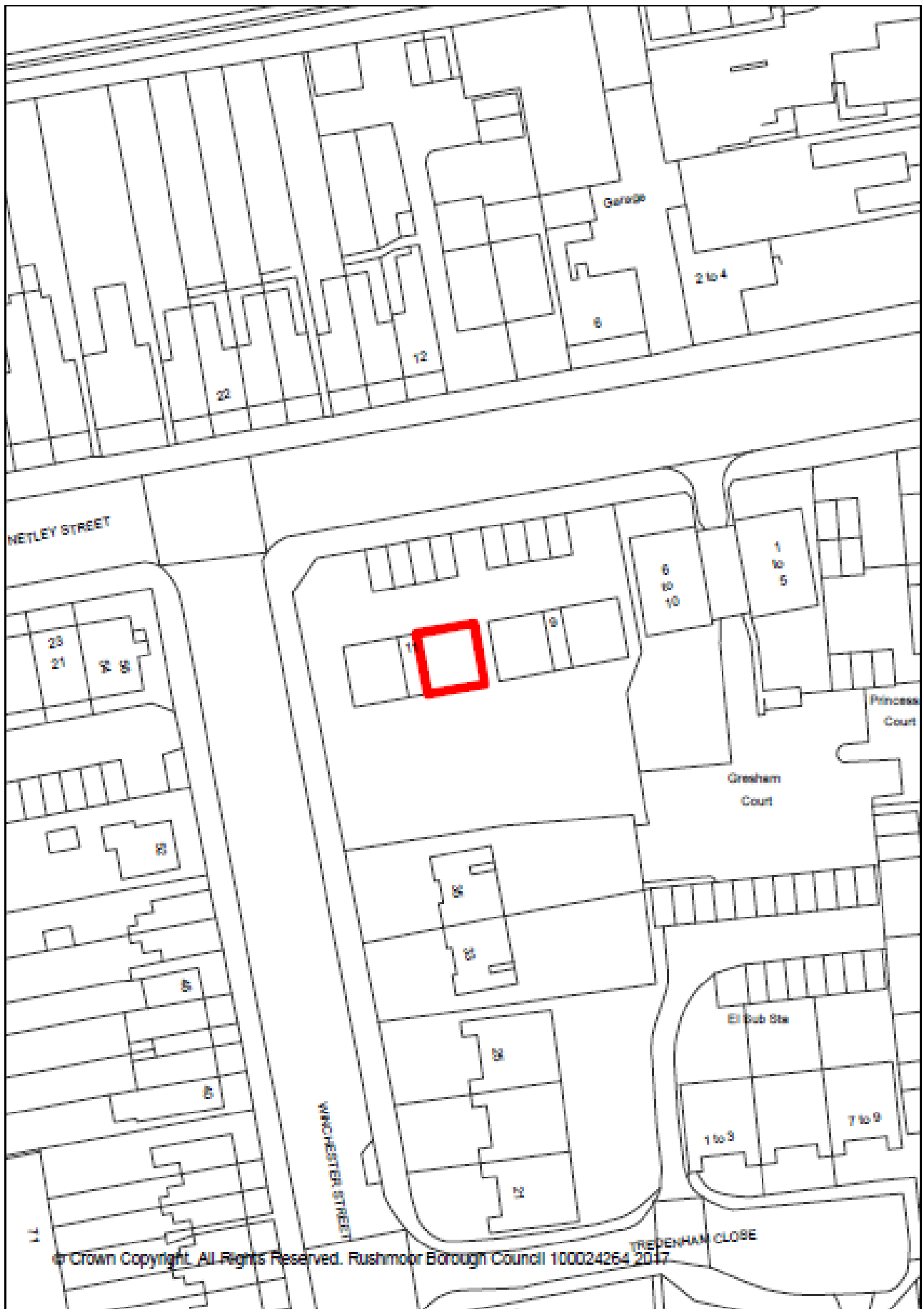
Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings – 1:1250 Site Location Plan, Plans showing specifications of each window type and details submitted within the Design and Heritage Statement.

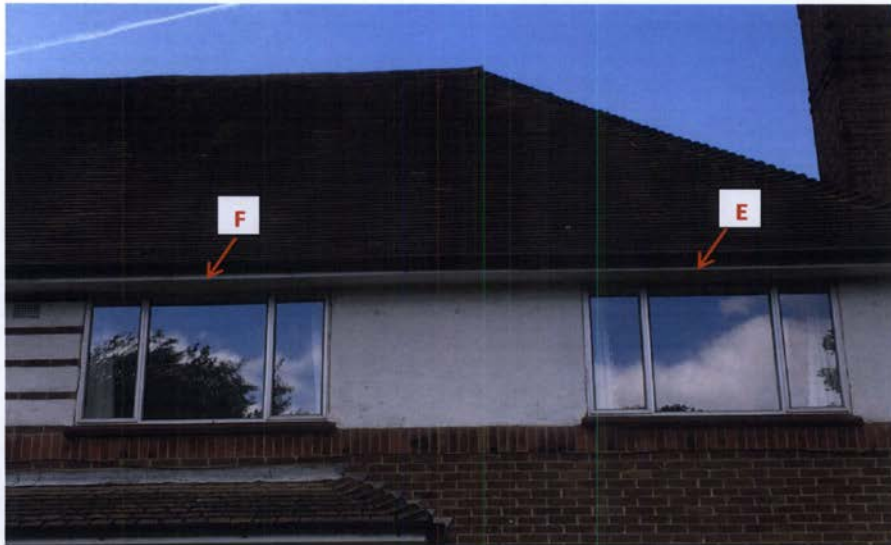
Reason - To ensure the development is implemented in accordance with the permission granted

Informatives

- 1 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because the replacement windows are considered to be acceptable because there would be no adverse visual impact on the appearance of the property or on the character of the South Farnborough conservation area, and there would be no adverse material impact upon the amenity of neighbouring properties. The proposal is therefore considered acceptable having regards to Policies CP1, CP2 of the Rushmoor Core Strategy 2011 and saved policies H15, ENV33, ENV34, ENV35 and ENV36 of the Rushmoor Local Plan Review (1996-2011).
- 2 It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.



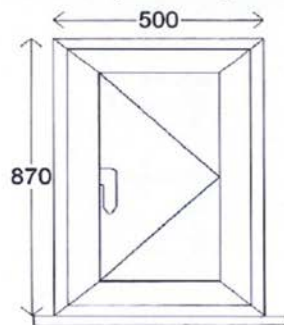
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Rear elevation showing Windows E (living room) and F (main bedroom) facing private garden, looking out to adjoining property on Winchester Street.

6. Proposed replacement windows.

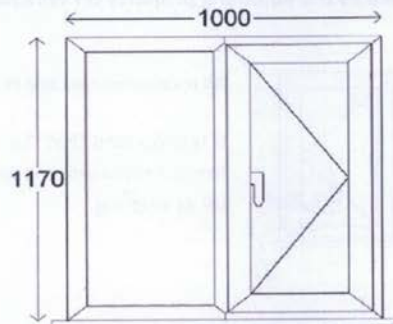
6.1. Window A (bathroom) – front of property (looking out to Netley Street).



All measurements are in mm.

It is proposed that the opening for this replacement window will be opposite to the current opening to provide more privacy. It is proposed that this replacement window will also have frosted glass.

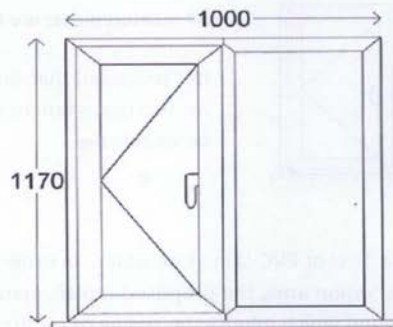
6.2. Window B (kitchen) – front of property (looking out to Netley Street).



All measurements are in mm.

It is proposed that the opening for this replacement window will be as existing.

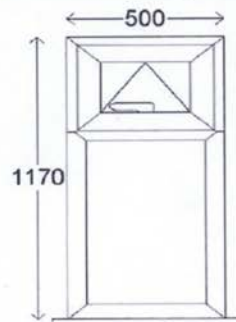
6.3. Window C (spare bedroom) – front of property (looking out to Netley Street).



All measurements are in mm.

It is proposed that the opening for this replacement window will be as existing.

6.4. Window D (living room) – left-hand side of property (looking out across the small gap between the neighbouring block (9 Netley Street) and 11 Netley Street).

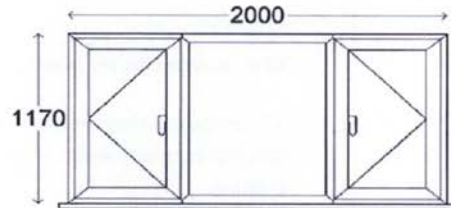


All measurements are in mm.

It is proposed that this replacement window will have a top-opener rather than being a fixed windowpane as existing. This is to provide alternative and additional ventilation to the living room area, rather than fitting a top opener to the centre of Window E, the additional frame of which would reduce natural light from the south-facing private garden.

Flat 4, 11 Netley Street,
Farnborough,
Hampshire,
GU14 6AH.

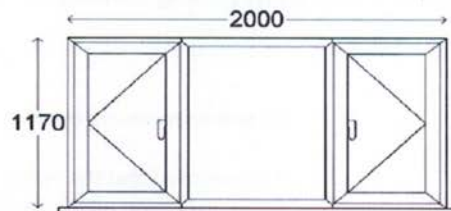
6.5. Window E (living room) – rear of property (looking out across private garden for both 11 and 9 Netley Street, as well as the adjoining property on Winchester Street).



All measurements are in mm.

It is proposed that the openings for this replacement window will be as existing.

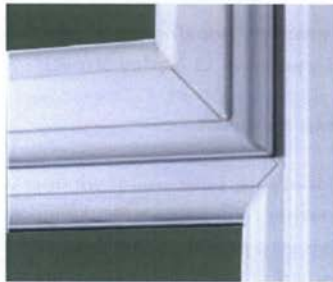
6.6. Window F (main bedroom) – rear of property (looking out across private garden for both 11 and 9 Netley Street, as well as the adjoining property on Winchester Street).



All measurements are in mm.

It is proposed that the openings for this replacement window will be as existing.

The proposed replacement windows are Triccept PVC-U in gloss white. In order to be more in keeping with the character of the conservation area, the proposed replacement windows will have the "Ovolo" profile (shown below) which mimics the styling of traditional timber frames.



Ovolo

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Section D

The following applications are reported for INFORMATION purposes only. They relate to applications, prior approvals, notifications, and consultations that have already been determined by the Head of Planning and where necessary, in consultation with the Chairman, in accordance with the Council's adopted Scheme of Delegation.

If Members wish to have more details about the decision on any of the applications on this list please contact David Stevens (01252 398738) or John W Thorne (01252 398791) in advance of the Committee meeting.

Application No	17/00123/FULPP	Ward: Cherrywood
Applicant:	Vivid (formerly First Wessex)	
Decision:	Permission Granted	
Decision Date:	20 June 2017	
Proposal:	Erection of an external fire escape staircase to the south elevation with associated alterations	
Address	William Hitchcock House Fairfax Road Farnborough Hampshire GU14 8LT	

Application No	17/00153/FULPP	Ward: St Mark's
Applicant:	Messrs Stephen & David Payne	
Decision:	Permission Refused	
Decision Date:	20 June 2017	
Proposal:	Erection of 4 one-bedroom flats with parking on land at rear	
Address	40 - 42 Park Road Farnborough Hampshire	

Application No 17/00187/CONDPP Ward: Aldershot Park

Applicant: Screwfix Direct Limited

Decision: **Conditions details approved**

Decision Date: 14 June 2017

Proposal: Approval of details pursuant to Conditions 3 (external materials) and 4 (parking layout) in respect of planning permission 16/00928/FULPP for change of use of premises to a flexible planning permission for either Class B8 (Storage or Distribution) or a Mixed Use comprising Class B8(Storage andDistribution), Class A1 (Shop) and Class B1c (Light Industrial), together with minor external alterations

Address **Unit 2 Blackwater Trading Estate Blackwater Way Aldershot Hampshire GU12 4DJ**

Application No 17/00253/ADVPP Ward: St Mark's

Applicant: QinetiQ

Decision: **Permission Granted**

Decision Date: 13 June 2017

Proposal: Display eight 9m high (max) white Flag poles with flags (2 x corporate and 6 x national) and 1 high level facade mounted internally illuminated "QinetiQ" Sign

Address **A5 Building Cody Technology Park Ively Road Farnborough Hampshire**

Application No 17/00261/CONDPP Ward: Manor Park

Applicant: Bugler Developments Ltd

Decision: **Conditions details approved**

Decision Date: 13 June 2017

Proposal: Submission of details to comply with condition 2 (external materials) attached to planning permission 15/00194/FULPP dated 25 August 2015 for the erection of a part two, part three storey building to provide 29 one, 3 two and 2 three bedroom residential units (34 in total) for disabled or vulnerable veterans with their dependents, shared common room, staff accommodation, car and cycle parking, refuse storage, landscaping and associated works

Address **Site Of Former Christmas Lodge Evelyn Avenue Aldershot Hampshire**

Application No 17/00285/FULPP Ward: Cherrywood
Applicant: Dr Clarence Chikusu
Decision: **Permission Refused**
Decision Date: 28 June 2017
Proposal: Erection of a two storey rear extension following demolition of existing two storey rear extension together with the installation of replacement timber sliding sash windows
Address **389 Farnborough Road Farnborough Hampshire GU14 8BA**

Application No 17/00286/LBCPP Ward: Cherrywood
Applicant: Dr Clarence Chikusu
Decision: **Permission Refused**
Decision Date: 28 June 2017
Proposal: LISTED BUILDING CONSENT: Erection of a two storey rear extension following demolition of existing two storey rear extension together with the installation of replacement timber sliding sash windows
Address **389 Farnborough Road Farnborough Hampshire GU14 8BA**

Application No 17/00305/CONDPP Ward: Fernhill
Applicant: Mr William Perry
Decision: **Conditions details approved**
Decision Date: 15 June 2017
Proposal: Submission of details to comply with conditions 2 (external materials), 3 (surfacing materials), 4 (boundary treatment) , 7 (landscaping), 10 (SUDS) and 11 (energy efficiency) attached to planning permission 16/00494/FULPP dated 13 September 2016 in respect of the erection of a detached 3 bedroom dwelling with associated parking and amenity space, retention of 6 Chapel Lane on a reduced curtilage and alterations to existing vehicular access arrangements onto Chapel Lane.
Address **6 Chapel Lane Farnborough Hampshire GU14 9BE**

Application No 17/00310/FULPP Ward: St Mark's

Applicant: Qinetiq

Decision: **Permission Granted**

Decision Date: 13 June 2017

Proposal: Erection of a cantilevered canopy with alterations to existing entrance and associated external works including new surfacing/remarking, re-configured disabled parking bays, extended/proposed paths and external lighting

Address **A5 Building Cody Technology Park Ively Road Farnborough Hampshire**

Application No 17/00313/COND Ward: St John's

Applicant: Rio Homes And Estates

Decision: **Conditions details approved**

Decision Date: 14 June 2017

Proposal: Submission of details to comply with 3 (surfacing materials), 11 (SUDS) and 12 (energy efficiency) in respect of planning permission 16/00872/FULPP dated 26 January 2017 for the removal of ancillary domestic garden buildings and erection of a detached house with parking and landscaping with access via new development at 113-121 Fleet Road.

Address **Land To The Rear Of 111 Fleet Road Farnborough Hampshire**

Application No 17/00324/CONDPP Ward: North Town

Applicant: Vivid Build Ltd (Formerly First Wessex Ho

Decision: **Conditions details approved**

Decision Date: 22 June 2017

Proposal: Submission of details to comply with conditions 4, (boundary treatment), 9 (landscaping), 12 (arboricultural method statement), 13 (tree protection) and 15 (foundations in relation to trees) pursuant to planning permission 13/00081/FULPP dated 28 November 2014 in respect of the demolition of 132 flats and erection of 34 one-bed dwellings, 131 two-bed dwellings, 59 3-bed dwellings and 2 4-bed dwellings (226 in total) with associated highway works, parking , landscaping and amenity areas.

Address **North Town Redevelopment Site - Stage 2 - Land Bounded By Eastern Road And Denmark Square Pegasus Avenue Aldershot Hampshire**

Application No 17/00328/FULPP Ward: Empress
Applicant: Asda Stores Limited -Mr Richard Wilson
Decision: **Permission Granted**
Decision Date: 14 June 2017
Proposal: The installation of 3no new roof mounted Air Handling Units and replacement of 4no existing roof mounted Air Handling Units that are past the end of their useful operating life
Address **ASDA Westmead Farnborough Hampshire GU14 7LT**

Application No 17/00336/TPO Ward: Fernhill
Applicant: Mr Peter Copplestone
Decision: **Permission Granted**
Decision Date: 14 June 2017
Proposal: Fell one Douglas Fir (part of group G1 of TPO 226 as indicated on submitted plan)
Address **4 Broomhill Pennine Way Farnborough Hampshire GU14 9HX**

Application No 17/00345/FULPP Ward: Wellington
Applicant: Mrs Indra
Decision: **Permission Granted**
Decision Date: 14 June 2017
Proposal: Change of use from Retail (Use Class A1) to a Tattoo Parlour (Sui Generis Use)
Address **14 The Arcade Victoria Road Aldershot Hampshire GU11 1EE**

Application No 17/00349/ADVPP Ward: North Town
Applicant: McDonald's Restaurants Ltd
Decision: **Permission Granted**
Decision Date: 22 June 2017
Proposal: Display a freestanding internally illuminated totem sign (6.5 metres high)
Address **225 Ash Road Aldershot Hampshire GU12 4DD**

Application No 17/00350/FULPP Ward: St Mark's
Applicant: Mr & Mrs Reynolds
Decision: **Permission Granted**
Decision Date: 15 June 2017
Proposal: Erection of a single storey front extension
Address **6 Kashmir Court Guildford Road West Farnborough Hampshire GU14 6PY**

Application No 17/00354/FUL Ward: Knellwood
Applicant: Mr P Mason
Decision: **Permission Granted**
Decision Date: 12 June 2017
Proposal: Erection of a first floor rear extension
Address **20 Waverley Road Farnborough Hampshire GU14 7EY**

Application No 17/00356/FUL Ward: West Heath
Applicant: Mrs J Powell
Decision: **Permission Granted**
Decision Date: 15 June 2017
Proposal: Demolition of existing conservatory and store to side and detached garage and erection of a 2 storey side and single storey rear extension
Address **29 Middleton Gardens Farnborough Hampshire GU14 9PH**

Application No 17/00364/COND Ward: Wellington
Applicant: Mr J Mandozai
Decision: **Conditions details approved**
Decision Date: 30 June 2017
Proposal: Submission of details pursuant to conditions 3 (material samples), 4 (opening mechanism and design of windows) and 5 (Details of external vents, flues or pipework) of planning permission 13/00783/FULPP for Erection of a third & fourth floor extension to provide 9 one bedroom flats
Address **Pickford House 4 Pickford Street Aldershot Hampshire GU11 1PH**

Application No 17/00365/CONDPP Ward: Wellington

Applicant: Mr J Mandozai

Decision: **Conditions details approved**

Decision Date: 30 June 2017

Proposal: Submission of details pursuant to conditions 3 (material samples), 4 (opening mechanism and design of windows) and 5 (Details of external vents, flues or pipework) of planning permission 13/00784/LBC2PP for Erection of a third & fourth floor extension to provide 9 one bedroom flats

Address **Pickford House 4 Pickford Street Aldershot Hampshire GU11 1PH**

Application No 17/00367/TPO Ward: Fernhill

Applicant: Mr Richard Facer

Decision: **Permission Granted**

Decision Date: 21 June 2017

Proposal: One Lime (T2 of TPO 224) crown thin by no more than 30% and crown lift to no more than 6.5 metres from ground level. One Oak (T3 of TPO 224) remove epicormic growth and deadwood. One twin stemmed Silver Birch (T4 of TPO 224) fell. Two Oaks (T6 and T7 of TPO 224) crown thin by no more than 30% and remove deadwood. One Sycamore (T7 of TPO 299) over driveway between Manor Lodge North and Manor Lodge South, crown thin by no more than 30% remove deadwood and crown lift by no more than 6.5 metres from ground level

Address **Land Affected By TPO 224 And TPO 299 Manor Lodge Fernhill Lane Blackwater Camberley Hampshire**

Application No 17/00370/FULPP Ward: Empress

Applicant: Mr J Dapre

Decision: **Permission Granted**

Decision Date: 15 June 2017

Proposal: Erection of a two storey front and side extension and single storey rear extension

Address **68 Pierrefondes Avenue Farnborough Hampshire GU14 8PA**

Application No 17/00371/FULPP Ward: Knellwood
Applicant: Mr Chris Philips
Decision: **Permission Granted**
Decision Date: 21 June 2017
Proposal: Erection of a first floor rear extension to facilitate rooms in roof and a single storey rear extension
Address **126 Farnborough Road Farnborough Hampshire GU14 7JH**

Application No 17/00380/TPO Ward: Empress
Applicant: Mr Mark Deakin
Decision: **Permission Granted**
Decision Date: 27 June 2017
Proposal: One Oak (T2 of TPO 186) cut back the three lowest branches as per submitted photographs
Address **24 Ringwood Road Farnborough Hampshire GU14 8BG**

Application No 17/00382/FUL Ward: North Town
Applicant: Mrs Christine Broom
Decision: **Permission Granted**
Decision Date: 23 June 2017
Proposal: Retention of two storey rear extension
Address **151 - 153 Newport Road Aldershot Hampshire GU12 4PZ**

Application No 17/00384/FULPP Ward: North Town
Applicant: Mr Lee Allen - SGN
Decision: **Permission Granted**
Decision Date: 20 June 2017
Proposal: Remove existing storage containers and erect a steel portal stores building to accommodate existing storage capacity
Address **Transco Compound North Close Aldershot Hampshire GU12 4HA**

Application No 17/00386/FULPP Ward: Rowhill

Applicant: Ms A Young

Decision: **Permission Granted**

Decision Date: 15 June 2017

Proposal: Erection of a single storey rear extension

Address **48 Cambridge Road Aldershot Hampshire GU11 3JY**

Application No 17/00394/TPOPP Ward: Knellwood

Applicant: Mr Ashley

Decision: **Permission Granted**

Decision Date: 04 July 2017

Proposal: One Oak (T17 of TPO 350A) reduce canopy by no more than 3 metres radially and 5 metres in height. Thin the remainder by no more than 20% leaving a crown spread of 6 metres radially and 14 metres in height

Address **34 Albert Road Farnborough Hampshire GU14 6SH**

Application No 17/00396/FULPP Ward: West Heath

Applicant: Mr & Mrs Hunnex

Decision: **Permission Granted**

Decision Date: 12 June 2017

Proposal: Erection of a single storey side and rear extension

Address **59 Hanover Gardens Farnborough Hampshire GU14 9DU**

Application No 17/00397/FULPP Ward: Fernhill

Applicant: Mr Calvin May

Decision: **Permission Granted**

Decision Date: 14 June 2017

Proposal: Erection of a single storey rear extension

Address **434 Pinewood Park Farnborough Hampshire GU14 9JU**

Application No 17/00399/FULPP Ward: St Mark's
Applicant: Mrs Emily Patsalides
Decision: **Permission Granted**
Decision Date: 14 June 2017
Proposal: Demolition of rear 2 storey structure and erection of a part two storey and part single storey rear extension
Address **26 York Road Farnborough Hampshire GU14 6NF**

Application No 17/00407/FULPP Ward: Manor Park
Applicant: Mr MARKEY
Decision: **Permission Granted**
Decision Date: 14 June 2017
Proposal: Erection of a single storey rear extension
Address **31 Jubilee Road Aldershot Hampshire GU11 3QE**

Application No 17/00408/FULPP Ward: Cove And Southwood
Applicant: Master Dylan Green
Decision: **Permission Granted**
Decision Date: 14 June 2017
Proposal: Erection of a first floor rear extension
Address **12 Fowler Road Farnborough Hampshire GU14 0BW**

Application No 17/00410/FULPP Ward: St Mark's
Applicant: Mr Roger Walker
Decision: **Permission Granted**
Decision Date: 06 July 2017
Proposal: Enlargement of existing fuel farm sunken spillage bund to allow installation of 2 x 85,000lt horizontal tanks and associated pipework to connect to existing fuel delivery system for the storage of Jet 1A aviation fuel
Address **Farnborough Airport Farnborough Road Farnborough Hampshire GU14 6XA**

Application No 17/00411/FUL Ward: St Mark's
Applicant: Mr R Hanney
Decision: **Permission Granted**
Decision Date: 14 June 2017
Proposal: Retention of new door access
Address **31 Buller Court Alexandra Road Farnborough Hampshire GU14 6DF**

Application No 17/00413/FUL Ward: Fernhill
Applicant: Mr A Jenkins
Decision: **Permission Granted**
Decision Date: 13 June 2017
Proposal: Conversion of garage to form a habitable room and insertion of a bow window
Address **8 Randell Close Blackwater Camberley Hampshire GU17 9HF**

Application No 17/00415/NMAPP Ward: St Mark's
Applicant: Thameswey Development Ltd
Decision: **Permission Granted**
Decision Date: 12 June 2017
Proposal: NON-MATERIAL AMENDMENT : increased roof parapet height and re-location of substation and resultant alterations to retail floorspace as approved by planning permission 11/00232/FULPP dated 5 July 2011 as amended by non-material amendment dated 30 January 2012
Address **Proposed Development At 10 - 12 Camp Road Farnborough Hampshire**

Application No 17/00418/REXPD Ward: Knellwood
Applicant: Mr & Mrs Lucas
Decision: **Prior approval is NOT required**
Decision Date: 14 June 2017
Proposal: Erection of a single storey rear extension measuring 5 metres deep from the original rear wall of the house x 2.6 metres to the eaves and 2.8 metres overall height
Address **7 Firs Close Farnborough Hampshire GU14 6SR**

Application No 17/00422/COND Ward: Knellwood
Applicant: Mr & Mrs Humphreys
Decision: **Conditions complied with**
Decision Date: 19 June 2017
Proposal: Submission of details pursuant to condition 2 (external materials) and 3 (details of roof light) of planning permission 16/01039/FUL dated 8th February 2017 for the Erection of a single storey extension, erection of workshop and new driveway
Address **53 Church Avenue Farnborough Hampshire GU14 7AP**

Application No 17/00429/FULPP Ward: Aldershot Park
Applicant: Ms Nehemie Nsengiyumva
Decision: **Permission Granted**
Decision Date: 21 June 2017
Proposal: Erection of a single storey rear extension (variation of planning permission 15/00845/FULPP dated 23rd December 2015)
Address **9 Cedar Close Aldershot Hampshire GU12 4BD**

Application No 17/00432/FULPP Ward: Fernhill
Applicant: Mr Ronald Smith
Decision: **Permission Granted**
Decision Date: 27 June 2017
Proposal: Erection of disabled access ramp and handrails
Address **339 Pinewood Park Farnborough Hampshire GU14 9JT**

Application No 17/00433/COU Ward: St Mark's
Applicant: Mr & Mrs Sapkota And Shrestha
Decision: **Permission Granted**
Decision Date: 22 June 2017
Proposal: External alterations and change of use of shop and residential accommodation to 5 bedroom dwellinghouse
Address **22 Queens Road Farnborough Hampshire GU14 6DN**

Application No 17/00435/FULPP Ward: Cove And Southwood
Applicant: Mr Neil Cunliffe
Decision: **Permission Granted**
Decision Date: 27 June 2017
Proposal: Erection of a single storey rear extension
Address **46 Southwood Road Farnborough Hampshire GU14 0JJ**

Application No 17/00439/NMA Ward: Aldershot Park
Applicant: Screwfix Direct Limited
Decision: **Permission Granted**
Decision Date: 13 June 2017
Proposal: NON-MATERIAL AMENDMENT to planning permission 16/00928/FULPP (for change of use of premises to a flexible planning permission for either Class B8 (Storage or Distribution) or a Mixed Use comprising Class B8(Storage and Distribution), Class A1 (Shop) and Class B1c (Light Industrial), together with minor external alterations) to allow retention of new fire escape door with safe a exit route
Address **Unit 2 Blackwater Trading Estate Blackwater Way Aldershot Hampshire GU12 4DJ**

Application No 17/00441/FULPP Ward: Empress
Applicant: SRS Sky
Decision: **Permission Granted**
Decision Date: 22 June 2017
Proposal: Installation of a satellite dish on roof of Princes Mead Shopping Centre.
Address **Shopping Mall Princes Mead Farnborough Hampshire**

Application No 17/00442/FUL Ward: North Town
Applicant: Mr Crampton
Decision: **Permission Granted**
Decision Date: 15 June 2017
Proposal: Erection of a single storey rear extension
Address **12 Field Way Aldershot Hampshire GU12 4UG**

Application No 17/00444/FULPP Ward: Fernhill
Applicant: Mr Ryan Springle
Decision: **Permission Granted**
Decision Date: 16 June 2017
Proposal: Erection of a two storey side and single storey rear extension
Address **29 Fernhill Close Blackwater Camberley Hampshire GU17 9HD**

Application No 17/00445/FULPP Ward: Cove And Southwood
Applicant: Mr Christman
Decision: **Permission Granted**
Decision Date: 21 June 2017
Proposal: Erection of a single storey rear extension
Address **26 The Copse Farnborough Hampshire GU14 0QD**

Application No 17/00446/FUL Ward: Rowhill
Applicant: Mr C Doe
Decision: **Permission Granted**
Decision Date: 29 June 2017
Proposal: Erection of a single storey extension and covered area to the rear and formation of a pitched roof over existing garage
Address **93 Ayling Lane Aldershot Hampshire GU11 3ND**

Application No 17/00450/FULPP Ward: Knellwood
Applicant: Miss Geogia Messina
Decision: **Permission Granted**
Decision Date: 04 July 2017
Proposal: Erection of a single storey rear extension and first floor side extension and insertion of a door and window at ground floor level within the side flank wall of the existing house
Address **20 Corfe Way Farnborough Hampshire GU14 6TS**

Application No 17/00452/PDCPP Ward: North Town
Applicant: Ms Crowther
Decision: **Development is Lawful**
Decision Date: 28 June 2017
Proposal: Lawful Development Certificate: Erection of a single storey rear extension
Address **31 Holly Road Aldershot Hampshire GU12 4RL**

Application No 17/00457/FULPP Ward: North Town
Applicant: Mrs Lisa Kendrick
Decision: **Permission Granted**
Decision Date: 23 June 2017
Proposal: Erection of a single storey front and side extension with formation of a hard standing within the front garden with access to the highway
Address **35 Haig Road Aldershot Hampshire GU12 4PR**

Application No 17/00458/FULPP Ward: West Heath
Applicant: Mr Nick Garland
Decision: **Permission Granted**
Decision Date: 29 June 2017
Proposal: Erection of a two storey side extension, with extended front and rear facing dormers
Address **1 Mason Road Farnborough Hampshire GU14 9DZ**

Application No 17/00462/REV Ward: Empress
Applicant: Mr And Mrs Ijam
Decision: **Permission Granted**
Decision Date: 23 June 2017
Proposal: Variation of Condition 15 attached to planning permission Ref: 04/00601/FUL dated 26 August 2004 (Erection of 24 Dwellings) to allow the erection of a conservatory to rear
Address **14 Glenwood Court Farnborough Hampshire GU14 7TB**

Application No 17/00464/FUL Ward: Manor Park

Applicant: Mr L Trussler

Decision: **Permission Granted**

Decision Date: 21 June 2017

Proposal: Erection of a detached garage

Address **38 Highfield Avenue Aldershot Hampshire GU11 3BZ**

Application No 17/00466/FULPP Ward: North Town

Applicant: VIVID

Decision: **Permission Granted**

Decision Date: 28 June 2017

Proposal: Replacement windows to front and rear elevations

Address **29 - 41A Newport Road Aldershot Hampshire**

Application No 17/00467/HCC Ward: West Heath

Applicant: County Planning Officer

Decision: **No Objection**

Decision Date: 20 June 2017

Proposal: CONSULTATION FROM HAMPSHIRE COUNTY COUNCIL: Installation of new single modular temporary classroom

Address **St Bernadettes Roman Catholic Primary School Tile Barn Close Farnborough Hampshire GU14 8LS**

Application No 17/00469/REXPD Ward: Knellwood

Applicant: Mr S Peale

Decision: **Prior Approval Required and Granted**

Decision Date: 28 June 2017

Proposal: Erection of a single storey rear extension measuring 3.97 metres from the original rear wall x 2.20 metres to the eaves and 3.46 metres overall height

Address **63 Ashley Road Farnborough Hampshire GU14 7HB**

Application No 17/00473/FULPP Ward: Rowhill
Applicant: Mrs Valerie Allen
Decision: **Permission Granted**
Decision Date: 04 July 2017
Proposal: Installation of stair lift in front garden with associated retaining walls and stairs
Address **2 Wellington Gardens Cambridge Road Aldershot Hampshire GU11 3LB**

Application No 17/00476/FULPP Ward: Knellwood
Applicant: Mr & Mrs O'Dowd-Booth
Decision: **Permission Granted**
Decision Date: 06 July 2017
Proposal: Erection of a glass canopy on existing rear single storey elevation
Address **High Oak 16 The Crescent Farnborough Hampshire GU14 7AS**

Application No 17/00477/FULPP Ward: Cove And Southwood
Applicant: Ms K Pooley
Decision: **Permission Granted**
Decision Date: 27 June 2017
Proposal: Proposed single storey extension to front porch and insertion a ground floor window within the west facing side flank wall of the existing house
Address **41 Southern Way Farnborough Hampshire GU14 0RE**

Application No 17/00482/FULPP Ward: West Heath
Applicant: Mr & Mrs Gurung And Thapa
Decision: **Permission Granted**
Decision Date: 06 July 2017
Proposal: Retention of pitched roof to side extension (Variation of design of planning permission 16/00744/FULPP dated 24th October 2016 for the demolition of existing garage and erection of part single and part two storey side extensions)
Address **3 Ribble Place Farnborough Hampshire GU14 9LX**

Application No 17/00484/REXPD Ward: Knellwood
Applicant: Mrs M Price
Decision: **Prior approval is NOT required**
Decision Date: 04 July 2017
Proposal: Erection of a single storey rear extension measuring 5.6 metres from the original rear wall, 2.4 metres to the eaves and 3.4 metres in overall height
Address **66 Albert Road Farnborough Hampshire GU14 6SL**

Application No 17/00487/FUL Ward: Cove And Southwood
Applicant: Mr J White
Decision: **Permission Granted**
Decision Date: 30 June 2017
Proposal: Erection of a single storey rear extension
Address **11 Rose Gardens Farnborough Hampshire GU14 0RW**

Application No 17/00488/FUL Ward: West Heath
Applicant: Mr And Mrs Le Page
Decision: **Permission Granted**
Decision Date: 04 July 2017
Proposal: Erection of a single storey side extension, enlargement of hard standing area for parking and alterations to exiting boundary treatments
Address **1 Credon Close Farnborough Hampshire GU14 8QN**

Application No 17/00489/FUL Ward: St Mark's
Applicant: Miss J Murgatroyd
Decision: **Permission Granted**
Decision Date: 06 July 2017
Proposal: Replacement of four wooden sash windows with Upvc sash windows
Address **Flat 2 31 Southampton Street Farnborough Hampshire GU14 6AU**

Application No 17/00492/FULPP

Ward: Manor Park

Applicant: Miss H Byford-Smith

Decision: **Permission Granted**

Decision Date: 06 July 2017

Proposal: Erection of a single storey side extension following demolition of existing extension

Address **60 Waterloo Road Aldershot Hampshire GU12 4NS**

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Development Management Committee
19th July 2017

Head of Planning
Report No. PLN1726

Enforcement and possible unauthorised development

1. Introduction

This report considers current matters of enforcement and possible unauthorised development. Authority to take planning enforcement action is delegated to the Head of Planning. Matters that require a Committee decision are reported, together with delegated decisions to take action.

It is not an offence to carry out works without planning permission and the National Planning Policy Framework (NPPF) states that enforcement action is discretionary and that local planning authorities should act proportionately in responding to suspected breaches of planning control. Local authorities are also advised to take action only where it is appropriate to do so. The purpose of this report is normally, therefore, is to report to Committee matters that are breaches of planning control but where it is recommended that it is not expedient to take enforcement action.

2. Policy

The Council's Approach to Planning Enforcement is set out in the adopted Local Enforcement Plan. The essential thrust of the Plan is that we will not condone wilful breaches of planning law but we will exercise our discretion about taking enforcement action if it is considered expedient to do so. The priorities with regard to enforcement are:

- To focus our resources to ensure that the most pressing and harmful issues are addressed appropriately.
- In determining the expediency of enforcement action we will have regard to the seriousness of any harm which is evident as a result of a breach of planning control.
- Matters which can potentially have a serious impact on the safety or amenity of residents or occupiers of property or on the natural environment will take priority over minor infractions and matters of dispute between neighbours.

3. Items

Each item contains a full description, details of any investigation, and an assessment of the situation and concludes with a recommendation.

This report relates to:

Item 1 Briarlees Court, Morris Road, Farnborough

All information, recommendations and advice contained in this report are understood to be correct at the time of writing this report. Any change in circumstances will be updated verbally at the Committee meeting. Where a recommendation is either altered or substantially amended between preparing the report and the Committee

meeting, a separate sheet will be circulated at the meeting to assist Members in following the modifications proposed.

4. Human rights

The Human Rights Act 1998 (the Act) has incorporated part of the European Convention on Human Rights into English law. Any recommendation either to take or not to take enforcement action has been assessed to make sure that the decision is compatible with the Act. If there is a potential conflict this will be highlighted in the individual report on the relevant item.

5. Financial implications

There are no direct financial implications arising from this report. However, in the event of an appeal, further resources will be put towards defending the Council's decision. Rarely, and in certain circumstances, decisions on planning enforcement cases result in the Council facing an application for costs arising from a planning appeal. Officers will aim to alert Members where this may be likely and provide appropriate advice in such circumstances.

Keith Holland
Head of Planning

BACKGROUND PAPERS

Rushmoor Local Plan Review (1996-2011)[saved policies]

Rushmoor Core Strategy (October 2011)

Rushmoor Local Enforcement Plan (2016)

National Planning Policy Framework (NPPF)

Item1

Site location Briarleas Court, Morris Road, Farnborough

Alleged breach Erection of railings exceeding 1m in height adjacent to a highway

Recommendation No further action

Description

Briarleas court is located off Morris road in Farnborough. The entrance to the flats is a private two-way road between two residential properties.

Alleged breach

Railings over 1 metre in height adjacent to a highway have been erected and therefore require planning permission.

Investigation

Originally both the railings and a gate were erected to block off half of the entrance drive and the pedestrian path. This created more allocated parking bays for residents of the development and served to deter non-residents from entering the private road and parking.

Commentary

The reduction in width of the access road raised concerns regarding emergency vehicles and the council's refuse trucks. The fire service attended with a fire truck and concluded that although they could get in after several attempts this was not acceptable in an emergency. Refuse trucks could not gain clear access to the bin storage area. The gate and post were removed from the road. The railings to the side adjacent to no.42 Morris Road were left in place a retrospective planning application was requested to regularise the arrangement. To date, no application has been received.

A site visit attended by the Briarleas Court Residents Association Secretary, the Council's Transportation Strategy Officer and a representative from Hampshire County Council was carried out to assess the impact of the railings. It was noted that the post had obstructed a pedestrian dropped kerb on Morris Road. The post had been erected on private land but when the kerb was dropped by Hampshire County Council, they encroached onto the private land. HCC have confirmed that they will widen the dropped kerb at their expense as the residents association has no funding.

With the dropped kerb reinstated, the existing railings are no longer a highway concern and if a planning application were to be submitted, the recommendation would be to grant planning permission.

Full recommendation

It is recommended that no further action be taken.

Development Management Committee
19th July 2017

Head of Planning
Report No. PLN1723

Car and Cycle Parking Standards

Review of Supplementary Planning Document

1. Introduction

- 1.1 This report is part of the consultation on a draft Supplementary Planning Document (SPD), which follows a review of the Council's current Car and Cycle Parking standards.
- 1.2 The current Council's Car and Cycle Parking SPD was adopted in April 2012, and followed government guidance, which encouraged councils to develop parking policies for residential development and commercial development by taking account of expected levels of car ownership, balanced against the importance of promoting good design and the need to use land efficiently.
- 1.3 In January 2011, the Government announced changes to Planning Policy Guidance 13, the principal effect being the deletion of the requirement to express "maximum" parking standards for residential development. Our current standard adopted in 2012 reflected this change and gave us more scope to set more realistic parking policies that reflect the circumstances in the borough.
- 1.4 The National Planning Policy Framework (NPPF), required the setting of local parking standards for residential and commercial development to take account of :
 - The accessibility of the development
 - The type, mix and use of the development
 - The availability and opportunities for public transport
 - Local car ownership levels, and
 - An overall need to reduce the use of high emission vehicles

2. Background

- 2.1 To provide the background evidence to support new parking standards, Officers have studied information on car ownership using the 2001 and 2011 census and to compare this data with our neighbouring authorities. While the average car ownership per household has increased by 0.1 cars (7.5%) between 2001 and 2011 Rushmoor still has a lower level of car ownership than our neighbouring authorities.
- 2.2 When we consider our requirement since 2012 for additional visitor parking spaces for new residential developments our parking standard is more stringent than our neighbouring authorities.

- 2.3 This study also demonstrated that the number of cars owned by residents bears little relationship to the accessibility of an area (which considers proximity to public transport and to local facilities including shops).
- 2.4 Night time surveys of residential developments that comply with our current standard have been undertaken at 8 locations in Aldershot and Farnborough. These show that there is vacancy of some parking spaces suggesting that the present standard not only meets current demand but also allows future flexibility for the future (e.g. family sizes changes through the life cycle of an individual property).

3. Proposed changes to our Car and Cycle Parking Standards SPD

- 3.1 Our present residential parking standard is :
- 1 parking space for 1 bed properties
 - 2 parking spaces for 2/3 bed properties, and
 - 3 parking spaces for properties with 4 or more bedrooms
Plus visitor parking
 - 1 visitor space for every 3 x 1 bed properties, and
 - 1 visitor space for every 5 properties of 2 or more bedroom
- 3.2 The review suggests no change is made to the fundamental parking standards above but that more clarity is given to other areas where the present guidance is not clear.
- 3.3 In town centre locations, the standards refer to a minimum of 1 parking space for each residential dwelling in “exceptional circumstances”. It is proposed that the new standard clarifies this distinction by firstly defining the town centres and making a distinction between new build and conversion or re-use of properties for residential use. It is not the intention to discourage re-use of existing buildings which are expected to meet the minimum standard by a combination of parking off street and on street (supported by parking surveys). While for new development it is expected that the minimum standard will be available within the development.
- 3.4 Residential developments in multiple occupation (HMOs) or studio flats or bedsits will be need to meet the standard in terms of the number of beds being provided.
- 3.5 Experience has shown that while garages of sufficient size to accommodate a modern family car (3m x 6m) have been provided on developments they are quite often not used for parking. It is proposed to no longer count a garage as a parking space for new development.

- 3.6 The principle of parking cars one behind the other in a tandem formation is considered satisfactory for two cars but our present standard does not prevent this being extended for three cars in a line, which is not considered acceptable.
- 3.7 The size of parking spaces for new residential development should be increased from the present 4.8m x 2.4m to become 4.8m x 2.5m to reflect the increased size of modern cars.

4. Legal Implications

- 4.1 The adopted Car and Cycle Parking Standard Supplementary Planning Document will set the policy for determination of the parking requirements for new and existing residential and commercial developments.

5. Financial implications

- 5.1 The adopted Car and Cycle Parking Standard Supplementary Planning Document needs to be supported by evidence of its suitability and appropriateness in accordance with the NPPF to ensure that challenges from planning appeals can be defended that could result in legal costs and unnecessary use of staff resources. The revision to this standard is based upon evidence of car ownership levels and local circumstances in the borough.

Keith Holland
Head of Planning

BACKGROUND PAPERS

A number of background documents have informed the preparation of the draft Car and Cycle Parking Standards SPD 2017. These include the National Planning Policy Framework, 2001 and 2011 Census (Car ownership per household), Parking Standard SPDs for other Local Planning Authorities.

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CAR AND CYCLE PARKING STANDARDS

SUPPLEMENTARY PLANNING DOCUMENT
CONSULTATION DRAFT JULY 2017



Car & Cycle Parking Standards SPD

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1 Introduction

1 Introduction

1.1 This Supplementary Planning Document (SPD) sets out the Council's approach to car and cycle parking in new development. This document forms part of the Rushmoor Plan⁽¹⁾ and its content is a significant material planning consideration in the determination of planning applications.

1.2 This document supersedes the Council's existing Car & Cycle Parking Standards Supplementary Planning Document (Adopted April 2012)⁽²⁾ to take account of new local information and changes to national policy.

1.3 This document sets out the policy context for the revised SPD in Chapter 2 and it then looks at some of the specific issues and challenges in Rushmoor in Chapter 3.

1.4 Our approach to car and cycle parking is set out around a number of 'key principles' in Chapter 4. These provide information about our expectations for car and cycle parking in new residential and non-residential development and support the implementation of the parking standards which are set out at Appendix A. In relation to non-residential development the standards are not expressed as either a maximum or a minimum. Instead they provide an indication of the appropriate level of parking for the different uses. With regard to residential development, the guidelines are expressed as the minimum level of parking that would normally be expected.

1.5 Developers and their agents are required to have regard to this SPD from an early stage of developing their proposal. The Council generally encourages pre-application discussion for all development proposals.

1 The Rushmoor Plan is the name for the Borough's Local Development Framework. Further information about the Rushmoor Plan is available online at: www.rushmoor.gov.uk/rushmoorplan.

2 Rushmoor Borough Council Car & Cycle Parking Standards SPD (Adopted April 2012).

2 Policy Context

2.1 The policies and principles in this document comply with national, regional and local policy and with the County-wide strategy set out in the Hampshire Local Transport Plan 2011-2031.⁽³⁾

2.2 National planning policy seeks to promote sustainable development that makes efficient use of land and resources and demonstrates good design. It allows local authorities to set parking standards for residential and non-residential development to reflect their local circumstances.

2.3 The SPD has regard to the National Planning Policy Framework (NPPF)⁽⁴⁾, which provides a framework within which the Council, in consultation with local people, should produce its own distinctive local plans to reflect the needs and priorities of our community.

2.4 The NPPF contains a specific section on promoting sustainable transport. It says that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. The NPPF recognises, however, that different policies and measures will be required in different communities and that the opportunities to maximize sustainable transport solutions will vary in different areas.

2.5 Paragraph 39 of the NPPF requires the setting of local parking standards for both residential and non-residential developments to take account of :-

- The accessibility of the development
- The type, mix and use of the development
- The availability and opportunities for public transport
- Local car ownership levels, and
- An overall need to reduce the use of high – emission vehicles.

2.6 The government acknowledges that local authorities are best placed to set standards based on local circumstances and the needs and the aspirations of their communities. This SPD has been produced to inform developers how to achieve that objective pursuant to the provisions of the NPPF.

2.7 The Rushmoor Core Strategy (Adopted October 2011) contains policies relevant to parking, and Policy CP16 (Reducing and Managing Travel Demand) provides the principal hook for this document. This document also supports and adds detail to a number of other policies in the Rushmoor Core Strategy, namely:

- CP1 Sustainable Development Principles;
- CP2 Design and Heritage;
- CP4 Surface Water Flooding;
- CP10 Infrastructure Provision;
- CP17 Investing in Transport.

³ The Hampshire Local Transport Plan 3 can be viewed online at www3.hants.gov.uk/transport/local-transport-plan.htm.

⁴ National Planning Policy Framework

3 Background and Evidence

3 Background and Evidence

3.1 In accordance with national policy, it is important to ensure that our parking standards reflect local circumstances, and strike the right balance between providing a sufficient number of car parking spaces (to prevent vehicles from being displaced onto the public highway), promoting good design and using land efficiently.

Residential car parking standards

3.2

In relation to parking the National Planning Policy Framework (NPPF) says that, if setting local standards for both residential and non-residential development, local planning authorities should take into account:

The accessibility of the development;

- The type, mix and use of the development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- An overall need to reduce the use of high- emission vehicles.

3.3 A previous Government requirement to apply maximum parking standards led to inadequate off-street parking provision in certain parts of the borough. This was shown to increase demand to park on-street and where there is a lack of space or inadequate controls it has led to indiscriminate parking which not only can affect the amenity and convenience of residents but may also prejudice the safety of users of the highway or the passage of utility and emergency vehicles. This overspill parking often results in parking on footways and verges which not only affects the appearance of the street scene it can potentially cause damage to underground utility services and present difficulty for pedestrians and those with impaired mobility using push chairs and mobility equipment.

3.4 Evidence suggests that there is not a strong correlation between car ownership and car use, so there is no strong environmental reason to apply maximum standards (which were aimed at reducing car use).

3.5 Information from the 2001 and 2011 Census provides a helpful indicator of parking need in the Borough, and allows us an opportunity to compare the level of car ownership after a 10 year period and across various parts of Rushmoor.

3.6 Table 1 shows the level of car ownership in Rushmoor (the availability of cars/vans) making a comparison between 2001 and 2011. The Table also compares the level of car ownership with our neighbouring authorities together with the current residential parking standard in use for each of the planning authorities.

3.7 While the average car ownership per household has increased by 0.1 cars (7.5%) between 2001 and 2011 we still have a lower level of car ownership than our neighbouring authorities. .

Background and Evidence 3

Authority (date of SPD)	Cars per household		Parking Standard (spaces for property size)			
	2001 census	2011 census	1 bed	2 bed	3 bed	4 or more bed
RUSHMOOR (2012)	1.3	1.4	1	2	2	3
Hart (2008)	1.65	1.7	1.1	2.25	2.75	3.25
Basingstoke (2008)	1.4	1.5	1	2	2	2
Surrey Heath (2012)	1.6	1.7	1	1	2	2

Table 1 Average car ownership per household (Source: Census, 2001 and 2011)

3.8 To check that the level of car ownership is not affected by local characteristics Table 2 shows car ownership data from the 2001 and 2011 census by Ward.

WARD	0 car	1 car	2 cars	3 cars	4+ cars	Ave. per household
Fernhill	(11.5)	(40.6)	(37.0)	(8.1)	(2.8)	(1.5)
	12.2	38.0	36.0	9.9	3.9	1.6
Cherrywood	(26.9)	(42.4)	(25.0)	(4.2)	(1.5)	(1.1)
	23.6	45.7	24.3	5.1	1.3	1.2
St Johns	(9.9)	(40.3)	(37.9)	(8.9)	(3.0)	(1.6)
	10.0	39.2	40.0	8.1	2.7	1.6
West Heath	(13.3)	(42.6)	(34.5)	(6.9)	(2.7)	(1.4)
	12.6	42.4	33.4	8.2	3.4	1.5
Empress	(15.6)	(44.0)	(31.5)	(7.0)	(1.9)	(1.4)
	14.7	45.7	30.4	7.4	1.8	1.4
Cove & Southwood	(10.4)	(37.4)	(42.3)	(8.0)	(1.9)	(1.5)
	11.5	38.5	38.9	8.5	2.6	1.5
Knellwood	(11.1)	(40.5)	(37.2)	(8.4)	(2.8)	(1.5)
	10.9	40.5	37.0	8.1	2.6	1.5
St Marks	(19.4)	(44.8)	(28.5)	(5.7)	(1.6)	(1.3)
	18.7	46.1	28.5	5.3	1.4	1.2
Wellington	(21.7)	(56.1)	(18.8)	(2.5)	(0.9)	(0.95)
	26.9	52.5	18.2	1.8	0.6	0.97
Rowhill	(17.0)	(42.8)	(30.9)	(6.6)	(2.7)	(1.4)
	18.0	41.3	30.2	7.8	2.7	1.4
North Town	(20.1)	(43.2)	(29.2)	(5.8)	(1.7)	(1.3)
	16.3	40.8	33.2	7.1	2.6	1.4
Aldershot Park	(24.4)	(42.5)	(26.5)	(5.0)	(1.6)	(1.2)
	21.7	41.3	28.1	6.4	2.5	1.3

Table 2 Percentage of residences by car ownership by Ward (Source: Census, 2001(in brackets) and 2011)

3.9 The level of car ownership is relatively consistent across the borough apart from Wellington Ward which includes the Aldershot military town and redevelopment area of Wellesley. The other two wards that show lower levels of car ownership, Aldershot Park and Cherrywood include the two areas with the highest levels of multiple deprivation in the borough. It is to be expected that the level of car ownership in Rushmoor is more affected by the level of available income than by accessibility and the proximity to public transport.

3.10 The Rushmoor Car and Cycle Parking Standard SPD was last reviewed in 2012. Further to the car ownership statistics taken from the 2001 and 2011 census an early morning survey was carried on a Sunday and a weekday evening of completed residential developments in the borough that met the 2012 parking standard. Table 3 gives a result of these surveys:

	Number of allocated spaces	Empty allocated spaces	Number of Visitor spaces	Empty Visitor spaces
Hazel Avenue, Farnborough	6	Weekend 3 Evening 2	2	Weekend 0 Evening 1
Church Road West, Farnborough	10	Weekend 4 Evening 4	2	Weekend 2 Evening 1
Somerset Road, Farnborough	18	Weekend 6 Evening 6	2	Weekend 2 Evening 2
South Street, Farnborough	22	Weekend 6 Evening 3	3	Weekend 2 Evening 0
Sheeling Close, Aldershot	31	Weekend 11 Evening 11	3	Weekend 2 Evening 2
Mount Pleasant Road, Aldershot	28 (incl. garages)	Weekend 4 Evening 3	0	Weekend - Evening -
St Georges Road East, Aldershot	8	Weekend 1 Evening 2	2	Weekend 2 Evening 2
Church Lane East, Aldershot	31	Weekend 5 Evening 9	2	Weekend 1 Evening 1

3.11 The surveys show that the introduction of visitor parking spaces in addition to the main parking standard requirement has given sufficient numbers of unallocated parking spaces to give more flexibility to the developments which has resulted in some space capacity available in the developments surveyed.

3.12 A further observation from these surveys was that where the parking requirement is reliant upon garages to meet the parking standard there is more evidence of indiscriminate parking probably due to garages not being used for car parking.

3.13 Using the information from the 2001 and 2011 census, comparing our residential parking standard with our neighbouring planning authorities and surveying residential development sites that meet the 2012 standard it is apparent that our main parking standard is sufficient to provide the right number of parking spaces for new development. There are however areas within the 2012 standard that require clarification and change to respond to interpretation and local design issues that have arisen since 2012. These are described further and set out in Section 4 of this SPD.

Non - Residential car parking standards

3.14 It is considered that journey destinations have the greatest influence upon the mode of transport used which should not be confused with the desire for residential car ownership (and parking spaces at the point of residence). In light of this, and in the context of the requirements of the National Planning Policy Framework, the SPD will to adopt maximum parking standards for non-residential development to encourage more use of sustainable transport.

3.15 This allows provision below the standard to be sought and provided where it would be appropriate and not result in problem parking or highway safety issues. This may be complemented by other demand management measures, such as the requirement for high quality cycling facilities and proactive Travel Plans. Given the urban character of Rushmoor, a single parking standard for development throughout the Borough is the preferred approach.

A comprehensive Borough-wide approach

3.16 It is considered that a Borough-wide approach to residential and non-residential parking standards provides a holistic parking strategy for new development within the Borough. Given that the non-residential parking standards are seeking to help facilitate travel to work by modes other than the private car, it is important that residential parking standards provide the flexibility to enable residents to leave their cars at home in a safe place on the days that they may travel by alternative modes.

4 The Principles behind our Parking Standards

4 The Principles behind our Parking Standards

4.1 This SPD describes out Rushmoor Borough Council's car and cycling parking requirements with a series of key principles which are set out and explained below.

4.1 Overarching Principles

Principle 1 - Use of car and cycle parking standards

The car and cycle parking standards included in this Supplementary Planning Document apply to all development (including changes of use).

4.2 The number of car and cycle parking spaces required for different classes of development is set out at Appendix A. Residential car parking standards are expressed as 'required standards', and non-residential car parking standards are expressed as 'maximum standards'. For maximum standards attention is also drawn to the requirements of Principle 3.

4.3 Where development includes two or more land uses to which different parking standards apply, the parking demand should be assessed on the basis of the uses' respective floor areas. Developers are encouraged to make best use of any shared parking areas (for example, by time of day/day of week) where this can be achieved without difficulty.

4.4 If the sum of the parking requirement results in part spaces, the provision should be rounded up to the nearest whole number.

4.5 The parking standards should be applied to all development, including changes of use, residential sub-divisions, and extensions. Where residential extensions would increase the number of bedrooms, this may result in an increase in the parking standard. Consideration will be given to the existing parking provision for a property however where the increase in the size of the property represents a "step change" in the number of bedrooms as defined by the residential parking standard an equivalent "step change" in the number of parking spaces will be required.

Principle 2 - Meeting the car parking impact of new development

Where an increase in floor area or a change of use would result in a higher parking standard, additional spaces need only be provided to serve the extra demand, and not to make up for any deficiencies in the existing provision.

4.6 It would be unreasonable to expect new development to ameliorate an existing situation.

The Principles behind our Parking Standards 4

Principle 3 - Demonstrating that the parking requirement can be met

Planning applications must include information to demonstrate to the satisfaction of the Council that the functional parking needs of the development can be accommodated on or close to the site without prejudicing highway safety or other planning objectives.

4.7 Applications should be accompanied by a Parking Layout drawing which should be a scaled plan (at a minimum scale of 1:500) to show how the car parking would be accommodated and accessed within the site.

4.8 To count towards the car parking standard, car parking spaces need to meet the minimum size requirements set out in Table 2.

Type of parking space	Minimum size
Parking bays	4.8m x 2.5m*
Parallel parking spaces	2.0m x 6.0m
Parking bay in front of a garage **	5.5m x 2.5m
Requirements for larger vehicles are set out in Principle 11.	

Table 2 Size requirements for car parking spaces.

* Parking space dimensions for new development (existing residential spaces can be 4.8m x 2.4m)

** For conventional "up and over" or external opening garage doors

4.9 Widths and lengths of spaces may need to increase if those spaces are next to a wall or a footway. Aisle width between rows of spaces should be at least 6.0m to enable vehicles to manoeuvre safely.

4.10 Where the parking area also provides the pedestrian access to a residential property a minimum width of 900mm shall be shown on the parking layout outside of the defined parking spaces.

Principle 4 – Tandem parking

No more than two parking spaces shall be laid out one behind the other for all residential development

4.11 Tandem parking spaces provided in line one behind the other, are acceptable on-plot within the curtilage of a dwelling, if no more than two cars are parked in tandem. This principle shall apply to other parking layouts requiring three parking spaces such that no more than one parking space is obstructed by other parking spaces.

4.12 Turning diagrams may be required to demonstrate that vehicles can manoeuvre safely into and out of spaces.

The Principles behind our Parking Standards 4

Principle 5 – Loss of on street parking

The loss of on street parking spaces to facilitate a new or modified access to the highway shall be re-provided.

4.13 The loss of an on street parking space to facilitate a new vehicular access to the highway for a new build development shall be provided within the site or re-accommodated on street. Any traffic management costs associated with this will be recovered from the development under a S106 agreement.

4.14 Where the site is constrained, a condition may be imposed to ensure that any internal or external car parking spaces are retained for car parking and not used for any other purpose.

4.2 Car Parking for Residential Development

Principle 6 - The application of residential parking standards

Residential developments should provide the number of car parking spaces set out in Appendix A.

4 The Principles behind our Parking Standards

4.12 The Council's residential parking standards strike a balance between providing sufficient on-site parking to meet residents' needs, environmental sustainability and good design. There is a presumption that the parking standard (including the visitor parking requirement) should be provided in full.

4.13 Car parking should normally be provided within the development site. However, Principle 11b sets out that off-site provision may exceptionally be allowed in town centres. Under Principle 7 consideration may also be given to a reduced parking standard for the conversion or re-use of an existing property, however the full parking standard will be required for new build development.

Principle 7 - The provision of at least one car parking space per dwelling

Notwithstanding the size or location of the development, a minimum parking standard of one space per dwelling will be required.

4.14 It is also recognised that in some circumstances where there has been a change of use, the development's overall parking provision may still end up being less than 1 space per unit. This is because it would still be necessary to take into account the balance of parking provision from the previous use of the building (in accordance with Principle 2).

Principle 8 - Allocated parking spaces

Where car parking is located within the development site but beyond the new properties' residential curtilages (e.g. flatted developments), at least one space should be allocated for use by each property. This would ensure compliance with Principle 5.

4.15 Spaces should be allocated in a way that does not distinguish between market housing and affordable housing, with the usual expectation that each property will have the parking space(s) located closest to it. The Council may require a car parking allocation plan to be submitted as a planning condition, to ensure that all new properties have at least one car parking space, and that these are retained in perpetuity.

4.16 If, after consideration of the parking requirements for the development in accordance with this SPD, this results in there being less than one parking space for each property, then those parking spaces should not be allocated.

The Principles behind our Parking Standards 4

Principle 9 - Visitor or unallocated car parking

Individually accessible visitor car parking spaces should be provided in accordance with Table 3. The total visitor space requirement should be rounded to the nearest whole number.

Size of property	Number of visitor spaces required (total rounded to nearest whole number)
1 bedroom property	1/3 visitor space per property
2 + bedroom property	1/5 visitor space per property

Table 3 Number of visitor spaces on residential developments

4.17 Visitor spaces should be included to provide more flexibility for residents to accommodate visitors, and for sites to accommodate changes in family generation cycles. In town centre locations (as defined by the Policies Map of the Rushmoor Local Plan) it may be acceptable for visitor parking to use town centre public car parks. For developments of over 50 residential units, the visitor parking requirement will be determined on the basis of the Transport Assessment.

4.18 Visitor spaces should be marked 'VISITOR' where they are located within private car parking areas.

Principle 10 - Parking in garages

Garages provided for new development will not count towards the car parking standard. If a garage is to be counted to provide the accommodation for cycle parking then it should have internal dimensions of no less than 3m x 6m for a single garage.

4.19 The Council does encourage the use of car ports as these tend to be well used for car parking and may improve the appearance of the parking within the street scene.

4 The Principles behind our Parking Standards

Residential development in town centres

4.20 Car ownership is high in even the most sustainably located developments. Although a sustainable location allows for the easy use of public transport, most residents still enjoy the freedom that comes with owning a private vehicle. Where a development is within the defined town centre as set out in the Policies Map of the Rushmoor Local Plan and can be demonstrated to be contributing to the regeneration of the town centre and/ or has a significant social value then the Council may agree to a lower provision of car parking spaces than the parking standard.

4.21 For new build development this shall not be less than one off street parking space per dwelling.

4.22 The Council may consider a further reduction of the parking standard where the “Exceptional Circumstances” as defined in para 4.23 can be met.

Principle 11a – Minimum parking standard to serve new build residential development in town centres

Where a new build development is within the defined town centre as set out in the Policies Map of the Rushmoor Local Plan consideration will be given to a minimum parking standard of one space per dwelling.

4.23 “Exceptional Circumstances”, where a reduced provision of parking spaces per dwelling could be considered:

- Where a development involves the retention and re-use of buildings within the defined town centre as set out in the Policies Map of the Rushmoor Local Plan
- Where suitable alternative off street or on street parking is available within 200m

Such development proposals will also be supported by a Travel Plan to encourage the use of sustainable transport, including car sharing and cycle ownership and evidence that car ownership is to be actively discouraged.

Principle 11b - Off-site car parking to serve existing residential development in town centres

Where a development involves the retention and re-use of existing buildings within the defined town centre as set out in the Policies Map of the Rushmoor Local Plan applicants may consider the use of public parking or other off-site locations to meet the parking standard where these are within a reasonable walking distance (200m) of the development site.

Where less than one space per dwelling can be provided on site, those spaces should be unallocated.

4.24 The Council will expect any existing on- site parking to be retained in the first instance and for any short fall (to meet the minimum standard of one space per dwelling in town centres) to then be met by firstly off street parking and then on street parking.

Principle 11c - Parking on the public highway

Where the proposal would comply with Principle 11b, spare capacity on the public highway may count towards the parking standard.

4.25 Parking spaces on the public highway within a 200m walking distance of the site may count towards the parking standard if the applicant can demonstrate that it has unused capacity.

4.26 This should be demonstrated through the undertaking and submission of parking surveys (using the Lambeth model or similar). Surveys should be carried out in the early morning and late evening on a sample of week and weekend days over a period of at least two weeks. The survey should note how many spaces are unoccupied at different times on different days and be supported by photographs.

Principle 11d - Parking on land in separate ownership

Where the proposal would comply with Principle 9b, spare capacity on third party land within a walking distance of 200m of the site may count towards the parking standard.

4.27 In order for these spaces to count towards the parking standard, the Council would need to see evidence that they are available to residents, of an appropriate accessibility and suitable standard and could be secured in perpetuity with a legal agreement.

The Principles behind our Parking Standards 4

4.3 Car Parking for Non-Residential Development

Principle 12 - Application of non-residential car parking standards

Non-residential car parking standards, as set out in Appendix A, are expressed as maximum standards. Even if the proposal would not exceed the maximum parking standard, evidence should be provided to demonstrate that the parking level proposed would minimise car use, and would be appropriate for the site.

4.31 As set out in Chapter 3, it is recognised that the car parking provision at journey destinations has the greatest influence upon car use.

4.32 Proposals should avoid over generous parking provision to use land efficiently. It should not be assumed that a proposal will automatically be acceptable just because it does not exceed the maximum standard and applicants for non-residential development should demonstrate what measures they are taking to minimise the need for people to travel to the site by private car to reduce the need for car parking.

4.33 Equally, proposals with substantially reduced parking provision may be unacceptable if the Council considers that this would result in parking pressure on existing or proposed streets which cannot be reasonably mitigated.

4 The Principles behind our Parking Standards

4.34 The parking requirement (as set out at Appendix A) is calculated on the basis of gross external floor area (GEA), and includes the thickness of the external walls. Information provided on the standard application form relates to gross internal area. Unless information about the GEA is provided with the application, the Council will apply a conversion factor of x1.0375 (plus 3.75%) to convert the internal floorspace to external floorspace⁽¹²⁾.

Principle 13 - Parking and delivery space for commercial vehicles

Applicants should make provision for lorry and van parking and deliveries, on the basis of a robust appraisal of the development's future needs. The standards (in Table 4) below will be used as a guideline.

The design and layout of new commercial premises should include rear access and servicing facilities. Where appropriate, support will be given to proposals that provide or improve rear access and servicing to reduce disruption and improve safety to highways users.

Industrial / warehouse (B1c/B2/B8) uses	<ul style="list-style-type: none"> For the first 2000sqm, one lorry space per 500sqm For floorspace over 2000sqm, one lorry space per 1000sqm
Retail and other uses	Applicant to demonstrate that lorry/van deliveries can be made without disruption or reduced safety to customers or other users of the highway
Parking bay sizes (minimum)	<ul style="list-style-type: none"> 7.5m x 3.5m for vans and minibuses 12.0m x 3.5m for rigid trucks, buses and coaches 17.0m x 3.5m for articulated trucks

Table 4 Parking and delivery space for commercial vehicles.

Principle 14: Drop-off spaces for nurseries, day centres and health establishments

Day centres and health establishments will be required to provide drop-off spaces.

4.35 It is recognised that many of the visitors to daycare uses only make short visits. It is therefore appropriate to require the provision of drop-off spaces.

4.36 The number of drop-off spaces will be determined on the basis of the scale and specifics of the proposed use.

¹² Conversion rate taken from the DCLG Core Output Indicators - Update 2/2008, July 2008 (Indicator BD1).

The Principles behind our Parking Standards 4

Principle 15 - Motorcycle parking requirement

At least one motorcycle parking space will be provided for every 25 car parking spaces required in the development. The siting and design of the motorcycle parking area should ensure that the facility is secure, possibly by the inclusion of ground anchorages.

4.4 Transport Assessments and Travel Plans

Principle 16 - Transport Assessment

A Transport Assessment must be submitted with all planning applications exceeding the thresholds set out in Table 5.

4.37 A Transport Assessment is a comprehensive and systematic process that sets out the transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

Principle 17 - Travel Plans

A condition requiring the submission of a company or site Travel Plan will be imposed for all proposals exceeding the thresholds set out in Table 5. The Council will work with developers to produce the best possible Travel Plan for the site.

4.38 A Travel Plan is an integrated package of actions and measures aimed at reducing the role of single occupancy car journeys to and from a development. This could be through the introduction of sustainable travel information, incentives and travel demand management measures (for example, flexible working and working from home). The developer would be expected to fund the monitoring and development of the Travel Plan over time.

4.39 Where possible, a company or site Travel Plan should be integrated with other Travel Plans to create economies of scale and achieve greater benefits through more significant measures.

4 The Principles behind our Parking Standards

Development type	Threshold
Residential	50 units
Commercial (B8)	5,000 square metres (GEA)
Other Commercial	2,500 square metres (GEA)
Retail	1,000 square metres
Education	1,000 square metres
Health Establishments	2,500 square metres
Care Establishments	500 square metres (GEA) or 30 bedrooms
Leisure: General	1,000 square metres
Leisure: Stadia, ice rinks	All

Table 5 Threshold above which a Transport Assessment and a Travel Plan will be required.

4.5 Cycle Parking

Principle 18 - The application of cycle parking standards

The cycle parking standards in Appendix A set out the minimum requirement for cycle parking that will normally be applied to new development.

However, for major developments⁽¹³⁾ there is scope to consider the cycle parking provision on the development's specific characteristics. This should be justified in a statement submitted with the application.

The cycle parking standards relate to the total cycle parking requirement, and the mix between long stay and short stay cycle parking spaces should be determined by the nature of the development.

Parking for cycles must be secure, weather proof and accessible.

4.41 Cycle storage is required to encourage cycle ownership and use, and to make cycling a feasible alternative to using the private car. It is therefore important that there is adequate storage of the right type at home, and at the journey destination.

¹³ Currently defined as residential developments of ten or more dwellings, and non-residential developments of over 1000sqm gross floorspace.

The Principles behind our Parking Standards 4

For residential uses

4.42 Every residential development is expected to provide **long term (or overnight) cycle parking**. Developments should provide cycle parking in accordance with the adopted standard. However, it is recognised that some larger developments may result in the need for a very large number of cycle parking spaces, so their need will be considered on the basis of the specifics of the proposal.

4.43 Long term cycle parking should be provided by a secure structure within the curtilage of the property. Acceptable examples would include a garden shed, bespoke cycle store or a space within a garage that is not required for car parking⁽¹⁴⁾. Cycle parking accommodation should be secure, weatherproof and accessible

4.44 In the case of flats and other multi-occupancy buildings, it is preferable for each residential unit to have its own secure cycle storage area to offer maximum security for residents' bicycles and their cycling equipment. It is recognised, however, that this may not be possible in some higher density schemes.

4.45 In all cases, the cycle store should be at ground level, easily accessible and should not require the bicycle to be carried through habitable accommodation. Storage within halls or other communal spaces will not be acceptable. The cycle store should be of a sufficient size to allow the requisite number of bicycles to be stored with both wheels on the ground.

4.46 For some types of development (for example blocks of flats), **short stay or visitor cycle parking space** should be provided. Short stay parking need not be to the same standard as long stay parking, but should usually still be covered. A popular option is a 'Sheffield Stand', which comprises of a metal frame (often an inverted 'U') secured to a fixed base. Short stay cycle parking should be unallocated and located within the site so it can be accessed independently from residential properties.

For non-residential uses

4.47 Destinations (other forms of development such as places of work) should provide a mix of long stay and short stay cycle parking depending upon the likely mix of users. Cycle parking should be located in areas with good natural surveillance and should not be provided in locations where it is necessary to carry the bicycle through a building.

4.48 On large sites, it may also be preferable to have small groups of cycle parking facilities spread around a development, rather than clustered at a central location which may prove less convenient for some users.

4.49 For developments above the threshold for a Company or Site Travel Plan, shower and changing facilities should also be provided. These should be shown on the application floor plans and maintained in perpetuity.

¹⁴ If a garage is to provide accommodation for cycle parking as well as car parking it would need to have internal dimensions of no less than 6.0m x 3.0m.

4 The Principles behind our Parking Standards

4.6 Disabled Car Parking

Principle 19 - Disabled Parking

Non-residential developments should provide a minimum of 5% of their total parking allocation as disabled spaces.

4.50 The size of a car parking space for a person with disabilities is larger than the size of a 'standard' parking space (2.5m plus 1.2m margin in width and 4.8m plus 1.2m margin in length⁽¹⁵⁾). Disabled spaces should usually be located as close to the entrance to the destination point as possible, and dropped kerbs should be provided to enable easy access from disabled parking bays to/from the footway.

4.51 Residential developments for elderly persons and other developments which are likely to be used by people with disabilities may require a higher provision of disabled spaces and should make adequate provision for access, parking and charging of mobility vehicles.

4.7 Electric Car Charging Points

Principle 20: Electric car charging points

Developers will be encouraged to provide electric vehicle charging facilities.

4.52 In order to future proof the parking design for future vehicle types, developers are encouraged to provide Electric Vehicle (EV) charging facilities. If not provided at the time of the build, parking arrangements and electrical connections should be designed so that EV charging points can be retrofitted with minimal disruption.

4.8 Parking and Design

4.53 One of the purposes of this SPD is to ensure that parking provision is well designed and in the right location.

15 Where disabled spaces are adjacent to a footway, the width of that footway may count as part of the margin. Where disabled spaces are adjacent to other disabled spaces, the shared space in between may count as the margin for both spaces.

The Principles behind our Parking Standards 4

Principle 21 - High quality design and layout of car parking areas

The Council will promote high-quality, inclusive parking design in the layout of new developments and individual buildings. The design of car parking areas should take account of crime prevention and personal safety.

4.54 The quality of a development will not only be influenced by the number of car parking spaces, but also how they have been integrated into the public realm. The layout and design of car parks should also incorporate 'Secured by Design' principles to reduce crime and maximise personal safety.

4.55 There are many ways of designing high quality residential parking and minimising the impact of parking and car access for development. Developers should consider a range of approaches to car parking and will need to satisfy the Council that they have proposed the most appropriate solution.

4.56 The location of parking should always take reference from the character and appearance of the street scene and the surrounding area.

4.57 Car parking should always be located close to the property it serves. For houses, car parking should ideally be provided within the residential curtilage and at the front of the property. This encourages activity within the street scene and recognises that residents often park there out of convenience anyway. However, it is important that the car parking and garaging does not create a negative interface with the public realm.

4.58 Design solutions should avoid large expanses of hard surfacing, and ensure that parked vehicles do not dominate street frontages. This is particularly important for flatted development and some commercial development where the number of parking spaces may be high in relation to the size of the site.

4.59 The size of any rear parking courts should be minimised and both the parking area itself and the access to it should be overlooked. Where rear parking courts are used, these should only have one entrance/exit point to ensure that there is no reason for outsiders to travel through the site. Where properties back onto shared parking courts, these boundaries should be made of robust and attractive brick walls. These ensure the long term appearance of the area and provide privacy and security for garden areas.

4.60 A mixture of high quality materials and landscaping can be used to break up and improve the appearance of parking areas. The landscaping scheme should be resilient to pedestrians and vehicles and should be appropriate to the level of management that the parking area will receive. Large shrubs and other features that could allow intruders to hide, and make the area feel unsafe, should be avoided.

4.61 Where undercroft, basement or decked parking is proposed, full consideration should be given to the access and use of the space and the safety of users. Multi-storey car parks should be designed carefully to contribute to the street scene.

4.62 The Department for Transport "Manual for Streets" (March 2007) provides guidance to developers on the layout of new developments and in particular the design of parking facilities for vehicles. This document can be downloaded from the following link: <http://www.dft.gov.uk/pgr/sustainable/manforstreets/>.

4 The Principles behind our Parking Standards

Principle 22 - Respecting residential amenities

Car parking should not affect the amenities of adjoining properties.

4.63 Suitable site layouts will demonstrate the relationship between car parking spaces and the residence that they serve. Poorly designed and cramped layouts that place parking spaces in close proximity to other residential properties and their private amenity space will not be accepted.

Principle 23 - Sustainable design

Parking areas should be designed to minimise surface water run-off.

4.64 New development often results in an increase in hard surfaced areas that reduce water infiltration and increase the rates and volumes of surface water run-off.

4.65 The Rushmoor area is particularly susceptible to surface water flooding and Core Strategy Policy CP4 requires applicants to minimise surface water run-off. This can be done through Sustainable Drainage Systems (SUDS) such as permeable paving, or through the storage of run-off water in underground tanks, which could release water into the sub-soil more slowly or be used to irrigate the landscaping.

5 Useful Contacts

For further information about this document or interpretation of our Car & Cycle Parking Standards, please contact the Planning Policy Team on:

Email: plan@rushmoor.gov.uk
Tel: 01252 398789

Alternatively please write to:

Planning Policy (Transport Strategy)
Rushmoor Borough Council
Council Offices
Farnborough Road
Farnborough
Hampshire
GU14 7JU

For further information on parking in Rushmoor (car parks, parking management and on-street parking) please visit:

www.rushmoor.gov.uk/parking

6 Appendix A: Car and Cycle Parking Standards

6 Appendix A: Car and Cycle Parking Standards

PARKING STANDARDS FOR RESIDENTIAL DEVELOPMENT			
Development	Description	Number of car parking spaces	Cycle standard ⁽¹⁷⁾
General residential	1 bedroom units ¹⁸	1 space per unit	1 space per unit
	2–3 bedroom units	2 spaces per unit	2 spaces per unit
	4 bedroom + units	3 spaces per unit	2 spaces per unit
Older people's housing ⁽¹⁹⁾	Active elderly with warden control	1 space per unit	0.5 spaces per unit
	Nursing and rest homes	1 space per 4 residents plus 1 space per staff	1 space per 6 staff

MAXIMUM PARKING STANDARDS FOR NON-RESIDENTIAL DEVELOPMENT⁽²⁰⁾

Where standards refer to floor area, these relate to the gross external floor area and include the thickness of external walls. Mixed use developments should sum the requirements of the different uses whilst taking into account opportunities for the shared use of space at different times of the day/week.

Development	Description	Maximum number of car parking spaces	Cycle standard ⁽²¹⁾
Commercial	B1(a) office	1 space per 30sqm	1 space per 150sqm
	B1(b)/(c) high tech/light industry	1 space per 45sqm	1 space per 250sqm
	B2 general industrial	1 space per 45sqm	1 space per 350sqm
	B8 warehouse	1 space per 90sqm	1 space per 500sqm
	B8 wholesale cash and carry	1 space per 30sqm	1 space per 150sqm
Retail	Non-food retail and general retail (covered)	1 space per 20sqm covered area	1 space per 6 staff or 1 space per 300sqm
	Non-food retail and general retail (uncovered)	1 space per 30sqm uncovered area	
	Food Retail	1 space per 14sqm covered area	
	A2 financial/professional services	1 space per 20sqm	
	Garden centre	1 space per 25sqm	
	Schools	1.25 spaces per classroom	Determined within a Travel Plan

17 See Principle 13 for motorcycle parking requirements.

18 A studio flat, bedsit or residential unit within a HMO is counted as a 1 bed property

19 If warden or staff spaces are identified, these apply to full-time equivalent staff.

20 See Principle 11 and Table 4 for lorry parking requirements.

21 See Principle 13 for motorcycle parking requirements.

Appendix A: Car and Cycle Parking Standards 6

Educational Establishments ⁽²²⁾⁽²³⁾		16+ colleges and further education colleges	Determined within a Travel Plan (already in place or submitted with an application)		
		Day nurseries/ playgroups (private) and creches	1 space for 2 FTE (full time equivalent) staff	1 space per 6 staff	
Health Establishments		Private hospitals, community and general hospitals	Determined within a Travel Plan	Determined within a Travel Plan	
		Health centres	4 spaces per consulting room	1 space per 2 consulting rooms or 1 space per 6 staff	
		Doctors, dentists or veterinary surgeries	3 spaces per consulting room		
Care Establishments ⁽²⁴⁾	Day centres for older people, adults with learning/ physical disabilities	Staff	1 space per 2 FTE staff	1 space per 6 staff (min. 1 space)	
		Visitors	1 space per 2 clients		
	Homes for children	Residential staff	1 space per 1 FTE staff	1 space per 6 staff (min. 1 space)	
		Non-residential staff	1 space per 2 FTE staff		
		Visitors	0.25 space per client		
	Family Centres	Staff	1 space per 2 FTE staff	1 space per 6 staff (min. 1 space)	
		Visitors	1 space per 2 clients	1 space per 6 staff (min. 1 space)	
	Residential units for adults with learning/ physical disabilities	Residential Staff	1 space per 1 FTE staff	1 space per 6 staff (min. 1 space)	
		Non-residential Staff	1 space per 2 FTE staff		
		Visitors	1 space per 4 clients		
	Other Uses		Hotels/ motels/ guest houses ⁽²⁵⁾	1 space per bedroom	1 space per 6 staff or 1 space per 40sqm (whichever is the greater)
			Eating and drinking establishments ⁽²⁶⁾	1 space per 5sqm dining/bar/dance area	
		Cinemas, theatres and conference facilities	1 space per 5 fixed seats		
		Bowling centre/bowling greens	5 spaces per lane		

22 The parking allocation caters for staff, visitors and parents.

23 There will be a requirement for a bus/coach loading area, provided either on or off-site for primary age education and above, unless otherwise justified.

24 The staff standards apply to the number of staff on duty at the busiest time.

25 Other facilities e.g. Eating, drinking and entertainment, are treated separately if they are available to non-residents.

26 Where these would serve HGVs (for example transport cafes), some provision will be needed for HGV parking.

6 Appendix A: Car and Cycle Parking Standards

	Sports halls	1 space per 5 fixed seats plus 1 space per 30sqm playing area	
	Swimming pools, health clubs, gyms	1 space per 5 fixed seats plus 1 space per 10sqm open hall/pool area	
	Tennis courts	3 spaces per court	
	Squash courts	2 spaces per court	
	Playing fields ⁽²⁷⁾	12 spaces per ha. pitch area	
	Golf courses	4 spaces per hole	Determined within a Travel Plan
	Golf driving ranges	1.5 spaces per tee/bay	
	Marinas	1.5 spaces per berth	
	Places of worship/church halls	1 space per 5 fixed seats plus 1 space per 10sqm open hall/pool area	1 space per 6 staff or 1 space per 40sqm (whichever is the greater).
	Petrol filling stations	These will be considered under the appropriate retail category. Petrol pump spaces count as one space each.	-
	Car workshops - staff	1 space per 45sqm	1 space per 8 staff or 1 space per 250sqm
	Car workshops - customers	3 spaces per service bay	-
	Car sales - staff	1 space per 1 FTE staff	1 space per 8 staff or 1 space per 250sqm
	Car sales - customers	1 space per 10 cars on display	-

27 Other facilities, e.g. clubhouses, are treated separately.

Development Management Committee
19th July 2017

Planning Report No. PLN1725

Appeals Progress Report

1. Appeal Decisions

1.1 Appeal against the Council's refusal of planning permission 17/00067/FULP for the erection of a detached garage block providing garaging for four cars with summer room and ancillary loft storage and games room at **Friars Keep, 41 Manor Road, Aldershot.**

1.1.1 The appeal was determined under the written representations procedure. The decision is dated 20th June 2017.

1.1.2 The Council's reasons for refusal cited the mass and bulk of the proposed outbuilding close to the boundary with 39 Manor Road, as giving rise to an oppressive and unneighbourly impact on the adjoining property and unacceptable harm to the living conditions of the occupiers due to loss of light, sunlight and overshadowing, contrary to Policy H15 of the Rushmoor Local Plan Review (1996 - 2011).

The development was further considered, by way of its scale and cumulative impact, to fail to enhance or preserve the character or appearance of the conservation area contrary to Policy ENV 34 of the Rushmoor Local Plan Review (1996 - 2011).

1.1.3 The Inspector found that the outbuilding would significantly reduce the spaciousness off the plot, as it was not subservient, and would compete in dominance with the existing house. It was therefore agreed that the development would fail to enhance or preserve the conservation area.

1.1.4 The Inspector did not find that the proposed outbuilding would have an adverse impact on the neighbouring property or garden given the existing mature boundary hedge.

1.1.5 The Inspector noted neighbours' concerns regarding the possible use for commercial purposes although this did not form part of the planning application. He did not consider that there would be any significant harm in this respect.

Decision – Appeal **DISMISSED**

1.2 Appeal against the refusal of consent to fell a sweet chestnut tree subject to a TPO (16/00957/TPOPP) At **9 Leopold Avenue, Farnborough.**

1.2.1 Consent was granted for crown reduction of the tree, its removal was refused.

1.2.2 The appeal was dealt with by means of the written procedure. The decision was issued dated 23rd June 2017.

1.2.3 The Inspector concluded that the tree forms part of a group which provides a backdrop to houses in the street adding significantly to the area's character. Its removal would materially harm amenity and its felling is not justified.

1.2.4 He did not accept the argument that its shading effect on the garden made the area unusable for reasonable garden amenity purposes.

Decision – Appeal **DISMISSED**

2. Recommendation

2.1 It is recommended that the report be **NOTED**.

Keith Holland
Head of Planning