

Public Document Pack



RUSHMOOR BOROUGH COUNCIL

DEVELOPMENT MANAGEMENT COMMITTEE

*at the Council Offices, Farnborough on
Wednesday, 31st January, 2018 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 - 10)**

To confirm the Minutes of the meeting held on 6th December, 2017 (copy attached).

3. **PLANNING APPLICATIONS – (Pages 11 - 114)**

To consider the Head of Planning's Report No. PLN1801 on planning applications recently submitted to the Council (copy attached).

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

Item	Reference Number	Address	Recommendation
1	16/00981/FULPP	Aldershot Bus Station, 3 Station Road, Aldershot	For information
2	17/00616/FULPP	Land at Orchard Rise 127 and La Fosse House, 129 Ship Lane, and Farnborough Hill School 312 Farnborough Road, Farnborough	For information
3	17/00842/RBCRG3	259 North Lane, Aldershot	For information
4	17/00914/OUTPP	Blandford House, Aldershot	For information
5	17/00956/FULPP	110-118 Victoria Road, Farnborough	For information
6	18/00006/PRIOR	The Crescent Southwood Business Park, Summit Avenue, Farnborough	For information
7	18/00025/FULPP	Block 3, Queensmead, Farnborough	For information

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

Item	Pages	Reference Number	Address	Recommendation
8	19-65	16/00837/FULPP	The Crescent, Southwood Business Park, Summit Avenue, Farnborough	Grant
9	67-78	17/00241/ADJ	Hartland Park, Bramshot Lane, Fleet	Raise Objection
10	79-84	17/01011/ADVPP	Land at Junction of Belle Vue Road, Connaught Road and Holly Road, Aldershot	Grant

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 115 - 120)**

To consider the Head of Planning's Report No. PLN1802 (copy attached) which reports on cases of planning enforcement and possible unauthorised development.

5. **APPEALS PROGRESS REPORT – (Pages 121 - 122)**

To receive the Head of Planning's Report No. PLN1803 (copy attached) on the progress of recent planning appeals.

6. **PLANNING (DEVELOPMENT MANAGEMENT) SUMMARY REPORT FOR THE QUARTER OCTOBER - DECEMBER 2017 – (Pages 123 - 128)**

To receive the Head of Planning's Report No. PLN1804 (copy attached) which updates on the Performance Indicators for the Development Management section of Planning, and the overall workload for the Section for the period 1st October to 31st December, 2017.

MEETING REPRESENTATION

Members of the public may ask to speak at the meeting, on the planning applications that are on the agenda to be determined, by writing to the Committee Administrator at the Council Offices, Farnborough by 5.00 pm on the day prior to the meeting, in accordance with the Council's adopted procedure which can be found on the Council's website at

<http://www.rushmoor.gov.uk/speakingatdevelopmentmanagement>

Development Management Committee
31st January 2018

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

This page is intentionally left blank

DEVELOPMENT MANAGEMENT COMMITTEE

Meeting held on Wednesday, 6th December, 2017 at the 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

Cllr M.J. Tennant (Environment and Service Delivery Portfolio Holder) (ex officio)

47. DECLARATIONS OF INTEREST

There were no declarations of interest.

48. MINUTES

The Minutes of the meeting held on 8th November, 2017 were approved and signed by the Chairman.

49. PLANNING APPLICATIONS

RESOLVED: That

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

- * 17/00858/REVPP (No. 34 Cranmore Lane, Aldershot);
- * 17/00891/FULPP (No. 12 Arthur Street, 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. PLN1740, be noted;

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

- * 17/00866/FULPP (Blackwater Shopping Park, Farnborough Gate, Farnborough);

(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);
- 17/00616/FULPP (Land at Orchard Rise, No. 127 and La Fosse House, No. 129 Ship Lane, and Farnborough Hill School, No. 312 Farnborough Road, Farnborough);
- 17/00842/RBCRG3 (No. 259 North Lane, Aldershot);
- 17/00914/OUTPP (Blandford House, Aldershot);
- 17/00956/FULPP (Nos. 110-118 Victoria Road, Farnborough);

- * The Head of Planning's Report No. PLN1740 in respect of these applications was amended at the meeting

50. **APPLICATION NO. 17/00866/FULPP - BLACKWATER SHOPPING PARK, FARNBOROUGH GATE, FARNBOROUGH**

The Committee considered the Head of Planning's Report No. PLN1740 (as amended at the meeting) regarding the erection of a retail unit (Class A1) for the sale of bulky goods along with associated improvements to retail park access arrangements; revised car parking and servicing arrangements; and associated 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.

On considering the application, Members were supportive of the overall proposal but asked that an additional Condition be added in relation to the management of the car park, so as to limit any anti-social behaviour.

RESOLVED: That

- (i) subject to the completion of a satisfactory Legal Agreement under Section 106 of the Town and Country Planning Act 1990 by 11th January, 2018 to secure a financial contribution towards transport the Head of Planning in consultation with the Chairman, be authorised to grant planning permission subject to the conditions and informatives

as set out above and in the Head of Planning's Report No. PLN1740; however

- (ii) in the event that a satisfactory Section 106 Agreement is not completed by 11th January, 2018 the Head of Planning, in consultation with the Chairman, be authorised to refuse planning permission on the grounds that the proposal fails to mitigate its impact in highway terms contrary to the provisions of the Council's supplementary planning document Planning Contributions – Transport 2008.

51. ENFORCEMENT AND POSSIBLE UNAUTHORISED DEVELOPMENT - NO. 36 MAYFIELD ROAD, FARNBOROUGH

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. PLN1741.

RESOLVED: that the Report be noted.

The meeting closed at 7.45 pm.

CLLR B.A. THOMAS (CHAIRMAN)

**Development Management Committee
6th December 2017**

Appendix "A"

Application No. & Date Valid: **17/00858/REVPP** **11th October 2017**

Proposal: **MATERIAL MINOR AMENDMENT: Variation of condition 2 of planning permission 12/00967/FULPP dated 15 March 2013 to substitute site plan drawing to extend dropped kerb to allow separate accesses to be provided to new and original dwellinghouse
at 34 Cranmore Lane Aldershot Hampshire GU11 3AT**

Applicant: **Mr & Mrs Nazim**

Conditions: **1 The permission hereby granted shall be carried out and completed in accordance with the following approved drawing - P.50, submitted with this application and drawings P.41 Rev B, P.42 Rev B, P.43 Rev B and P.44 Rev B approved under planning permission 17/00182/MMA.**

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

2 The development shall be carried out and completed in accordance with the details that were approved under reference 15/00577/CONDPP on 20 November 2015, pursuant to conditions 3, 4, 5, 6, 8 and 13 of planning permission 13/00949/MMAPP.

Reason - To ensure a satisfactory form of development.

3 Prior to the occupation of the property, details of measures to incorporate Sustainable Drainage Systems (SUDS) into the development or suitable alternative drainage strategy 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 and retained in perpetuity.

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

4 The new property shall not be occupied until a fully

detailed landscape and planting scheme (to include, where appropriate, both landscape planting and ecological enhancement) has 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 the development makes an adequate contribution to visual amenity.*

- 5 All planting, seeding or turfing comprised in the approved details of landscaping 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 shall be so retained.

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

- 6 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.

- 7 The parking spaces shown on the approved plans shall be used only for the parking of vehicles ancillary and incidental to the residential use of the existing and proposed properties. These spaces shall be kept available at all times for parking and shall not be used for the storage of Caravans, boats or trailers. The manoeuvring area between the spaces shall be kept free of obstructions at all times.

Reason - To safeguard residential amenity and ensure the provision and availability of adequate off-street parking.

- 8 There shall be no use of the flat roof of the single storey part of the building as a terrace or sitting out area.

Reason - To safeguard the amenities of adjoining residents.

- 9 Notwithstanding the provisions of the Town and Country

- 3 Prior to the first occupation of the development, the approved cycle parking facilities to serve the development shall be provided in full and thereafter retained for their designated purpose.

Reason - To promote alternative modes of transport

- 4 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.

- 5 The permission hereby granted shall be carried out in accordance with the following approved drawings - 1507 002.P1, 100.P1, 101.P1, 110.P1, 130.P1, 140.P1, 141.P1, 200.0.P3, 201.0.P1, 300.0.P3, 400.P3 and 401.P1.

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

This page is intentionally left blank

Development Management Committee
31st January 2018

Head of Planning
Report No.PLN1801

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. The development plan for Rushmoor 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. Relevant also as a material consideration in the determination of planning applications is the emerging Draft Submission Rushmoor Local Plan, June 2017.
- 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.*

This page is intentionally left blank

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 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	17/00616/FULPP	<p>Demolition of former care home and dwelling and formation of extra care retirement community of older people (Class C2) comprising 87 units (70 two bedroom and 17 one bedroom) and ancillary facilities to be provided in 7 one, two and three storey buildings together with alterations to existing vehicular and pedestrian access and provision of car parking.</p> <p>Land At Orchard Rise 127 And La Fosse House 129 Ship Lane And Farnborough Hill School 312 Farnborough Road Farnborough Hampshire</p>

		The applicants are in discussion with Natural England concerning the impact of the development on the Thames Basin Heaths Special Protection Area. In the absence of a definitive response it is too early to bring this application to the Development Management committee for consideration. This proposal will be the subject of a Committee site visit in due course.
3	17/00842/RBCRG3	Retention of timber outbuilding for breakout use ancillary to adjacent wet hostel and associated hard landscaping. 259 North Lane Aldershot Hampshire The application has been submitted, however is invalid as the information submitted is incomplete.
4	17/00914/OUTPP	Development of up to 180 dwellings (including the conversion of Blandford House and retention of three existing dwellings) including access, internal roads, demolition of buildings, amenity space, green infrastructure and sustainable urban drainage systems (Matters for Approval - Access Only) to include FULL approval of details for the provision of up to 13.7ha of Suitable Alternative Natural Greenspace (SANG) and associated car park (up to 18 spaces). Blandford House Aldershot Hampshire This application has only recently been made valid and consultations are underway.
5	17/00956/FULPP	Demolition of five detached dwellings and erection of 42 apartments (27 one bedroom and 15 two bedroom) for the elderly (sixty years of age and/or partner over fifty five years of age), guest apartment, communal facilities, access, car parking and landscaping. 110 - 118 Victoria Road Farnborough Hampshire This application has only recently been received and consultations are underway.

6	18/00006/PRIOR	<p>PRIOR APPROVAL: Class O Permitted Development conversion of existing vacant office units to residential (Use Class C3) comprising 330 x Studio (1-person occupancy) and 29 x 1-bedroom (2-person occupancy) flats (359 dwelling units in total)</p> <p>The Crescent Southwood Business Park Summit Avenue Farnborough Hampshire</p> <p>This application is an entirely separate proposal for the Southwood Crescent site submitted by different applicants. As such, it does not replace the current Legal & General application proposals under application ref.16/00837/FULPP (see Item 8 of this Agenda).</p> <p>The Prior Approval application has only recently been received and consultations and notifications are underway.</p>
7	18/00025/FULPP	<p>Partial demolition of Kingsmead shopping centre (existing Debenhams store), erection of an extension (Block 3) comprising retail use on the ground floor (2,830sqm), leisure use on the first floor (2,202sqm), 68 apartments over eight floors, private amenity space, 58 car parking spaces, 118 bicycle parking spaces, a bridge link to the existing car park on Block 2, a new entrance to The Meads shopping centre and associated works.</p> <p>Block 3 Queensmead Farnborough Hampshire</p> <p>This application has only recently been received and consultations are underway.</p>

Section B

Petitions

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

This page is intentionally left blank

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	10 th January 2018 (in respect of amended plans and supporting information received 19 December 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 accesses onto Southwood Road and Apollo Rise 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

This application was originally reported to the Development Management Committee at the meeting on 19 July 2017 when consideration of the application was deferred. Concern centred solely on the proposed means of access to the development. The applicants were asked to explore alternative options for vehicular access. The applicants have since undertaken significant further work in this respect, including traffic volume and speed surveys. The survey work was necessarily delayed for some months during the implementation of long-term road works affecting Southwood Road and a number of other local roads; the surveys were also scheduled within school term time. The results were presented by the applicants at a Neighbourhood Consultation event in early December 2017. Amended plans and supporting information were formally submitted to the Council for consideration on 19 December 2017. The amendments comprise the opening of a second vehicular entrance from Apollo Rise close to the north-west corner of the site. The amended plans also include more detailed consequential amendments to the proposed site layout. Due

to the Council's adoption of a new Parking Standards Supplementary Planning Document in November 2017, it has also been necessary for the layout to be amended to meet the new requirement for parking spaces to be increased in width from 2.4 to 2.5 metres. In response to queries raised by some Members at the 19 July 2017 meeting, the applicants have indicated that it would be possible to install electric car charging points within the scheme and are agreeable to the imposition of a condition to secure this provision. There is no change to the total number, size, arrangement and mix of dwelling units.

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 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 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 level change is largely accommodated close to the west boundary of the site adjoining Apollo Rise. As a result, most of 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 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 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, albeit bolstered by new planting as a result of this 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.

As amended by the plans received on 19 December 2017, vehicular access to the development is proposed from Southwood Road in the form of a conventional T-junction. It is now proposed that a second vehicular access point is constructed from Apollo Rise at the north-west corner of the site, just south of an existing entrance to the office complex. This would provide an alternative vehicular access point to and from the whole development. Pedestrian and cycle access to the proposed development would remain available from all of the road frontages as before.

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 and linking with both site entrances. The 19 December 2017 plans incorporate additional raised speed tables on the main spine route through the site. 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 within the plots to the side, in the roadway adjoining, or in small private parking courtyards. The proposed flats would 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 19 December 2017 amended plans were accompanied by consequential Addendum additions to the Design & Access Statement, Transport Statement, Statement of Community Involvement, Tree Report and Sustainability Statement. The consultants responsible for the Flood Risk Assessment, Surface Water Drainage Strategy, Noise & Vibration Assessment and Site Investigation Reports has also submitted a letter confirming that the amendments do not materially affect their submissions and conclusions in respect of these matters.

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.

On 4th January 2018 the Council received an application (18/00006/PRIOR) seeking Prior Approval for the Class O Permitted Development conversion of the existing vacant office buildings to create a total of 359 small flats (330 x studio 1-person occupancy and 29 x one-bedroom 2-person occupancy) units involving minimal changes to the exterior of the existing buildings. These proposals do not require planning permission, but it is necessary for the Council to consider the transport and highway impacts, flood and ground contamination risks and potential impact of noise from adjoining commercial uses on the amenities of prospective occupiers. This application was not submitted by the applicants for the proposed re-development the subject of this report (Legal & General) and appears to be a rival proposal.

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	<p><u>Response to Amended Plans 16 May 2017</u>: No objections: The revised site layout 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 issues.</p> <p>There are no comments from the Transportation Strategy Officer in respect of the 19 December 2017 amended plans as a result of the retirement of this officer. All highways consultee comments are now provided solely by HCC Highways Development Planning : see below.</p>
HCC Highways Development Planning	<p><u>Response to Amended Plans 16 May 2017</u>: 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 on the</p>

submitted amended plans.

Response to Amended Plans 19 December 2017: At the time of writing this report this is an informal verbal response only and the formal written response is awaited : No objections as previously (above) and subject to implementation of off-site highway works as shown in principle with the submitted further amended plans.

Environmental Health	No objection subject to conditions and informatives following receipt of additional information from the applicants in January 2017.
Community - Contracts Manager	No objection subject to condition requiring the re-design of the proposed bin storage provision for the flats.
Arboricultural Officer	No objections subject to works being carried out in accordance with the submitted amended 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, or 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	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 since further information provided by the applicants in May 2017 in response did not provide adequate additional detail [Officer Note: this matter can be addressed by imposition of a planning condition].

Hampshire Fire & Rescue Service	No objection.
Police Crime Prevention Design Advisor	No objection.
Network Rail	No objection.
Thames Water	No objections.
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 originally sent to addresses including all properties physically adjoining or opposite the road frontages of the site. The overall radius of the original 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 2016 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. Following the receipt of amended plans on 16 May 2017, all neighbours originally notified (as above), plus respondents to the original notification, were notified by letter/email dated 19 May 2017, with a reply date of 9 June 2017.

Following the receipt of the current amended plans on 19 December 2017 all respondents to the first two rounds of consultation as above (over 50 separate addressees) were notified by letter/email on 20 December 2017, with a reply date of 10 January 2018.

Neighbour comments

The neighbour comments received by the Council in respect of the plans originally submitted and the amended plans received on 16 May 2017 were reported to, and considered by, the Development Management Committee at the 19 July 2017 meeting. They were as follows:-

46 representations were received in respect of the original proposal 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. Furthermore 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, such that occupiers have to park 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;

- 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: an applicant is not obliged to justify their choice of proposed vehicular access arrangements other than demonstrating that what they are proposing is acceptable in highway terms; i.e. would not have a severe impact upon the safety and convenience of highway users. 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; and the Council are obliged to consider the proposals as submitted with the planning application].
- 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: this concern was originally addressed with the provision of an emergency access for the use of the emergency services if needed, but the 19 December 2017 amended plans now propose a second alternative vehicular access to serve the proposed development].

16 May 2017 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 : although in what respect is left unspecified.
- 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.

Further representations received after the 19 July 2017 Committee meeting, but pre-dating the Council's receipt and notification of the 19 December 2017 Amended Plans:

Additional objections from the occupier of 22 Southwood Road received on 20 July 2017 : the proposals are contrary to Government advice; there appears to be no strategy for the adoption or on-going maintenance of the estate roads and communal areas; and the proposed emergency access onto Apollo Rise would be unusable due to the significant difference in levels between the road and the site at this point [Officer Note: some works would be required to overcome the difference in levels here, however they are not as significant as the majority of the Apollo Rise site boundary and adjoin the existing vehicular

access that slopes up to Apollo Rise].

Comments in support of the proposals from the occupier of 35 Shakespeare Gardens (off Minley Road, Farnborough) on 18 November 2017 : a new respondent. Whilst indicating that concerns about traffic congestion on Southwood Road should be addressed (it is suggested by either by making Southwood Road a one-way road, or re-locating the proposed vehicular access to Apollo Rise), the proposed development is considered to be acceptable visually, beneficial economic development, to create jobs, result in environmental improvements, and would meet the demand for new housing in the area. It is hoped that the development will be approved soon.

A further new respondent, the occupier of 32 Chiltern Avenue, lodged objections in respect of the proposals on 15 December 2017. This respondent raises highway safety concerns and criticises the methodology used by the applicant's transport consultants in undertaking the various traffic surveys. Furthermore, this respondent considers that there is absolutely no reason to use the heavily congested Southwood Road as the point of vehicular access to and from the proposed development. They state that local residents overwhelmingly support the proposed development, but with vehicular access sited elsewhere.

The occupier of 12 Ambleside Close (a respondent in respect of the original and 16 May 2017 plans) copied to the Council (and Cove & Southwood Ward Councillors) their short email response to the applicants on 4 December 2017 following the applicant's further Neighbourhood Consultation event held on the same date. This correspondent expresses disappointment that the applicants were still proposing formation of a new access to serve the development to/from Southwood Road; and expresses the view that the proposed new Apollo Rise access would serve to satisfy the Council and County Council, but would do nothing for local residents. It is hoped that the increase in traffic arising from the proposed Hartland Park development will be taken into account; and that the flooding problem on the corner in Southwood Road near the proposed access point will be addressed when the new access is being constructed.

All of the late respondents set out above were notified by the Council in respect of the further amended plans received on 19 December 2017.

Respondent Comments following the Council's receipt of the 19 December 2017 Amended Plans

The further period of notification in respect of the 19 December 2017 amended plans expired on 10 January 2018. At the time of writing this report a total of three further representations have been received from the occupiers of 57 Southwood Road (third objection letter); 12 Derwent Close (second objection); and 1 Ively Road (a new respondent).

The following further comments are made by the occupier of 57 Southwood Road:-

- (a) Since the application has been under consideration for a long time and the applicants have attempted to satisfy the concerns of local residents and the Council, it is thought likely that the proposals will now be approved. However it is not considered that the current amended proposals are any improvement since it is still proposed to form a new vehicular access onto Southwood Road;
- (b) The applicants have still not addressed the safety concern of the poor sight-lines around the corner in Southwood Road in respect of the visibility from behind of any vehicles that may be stationary waiting to turn right into the proposed new development access;

- (c) Whilst it is noted that a new speed survey has been undertaken by the applicants in Southwood Road, the validity of the results is queried on the basis that it is considered that the location is not appropriate for the undertaking of such surveys.

The occupiers of 12 Derwent Close raise objection primarily on the grounds that nothing is to be done to reduce traffic speeds on Ively Road in the vicinity of the junction with Ullswater Avenue, although their estate is the original new housing in the area and only has one road entrance/exit that is very difficult and dangerous to use. [Officer Note: this reiterates objections (see No.7) made by others in respect of the original application. A developer can only reasonably be required to address consequences arising from their own proposal.] These correspondents also repeat concerns about existing strained community infrastructure.

The occupiers of 1 Ively Road are first-time respondents in respect of this application. Objection is solely raised, as it has been by most others previously, on the ground that it is considered that the proposed Southwood Road vehicular access is located in a dangerous place on a bend in the road.

Given the long timescale within which this application has been under consideration by the Council it is possible that further comments will be received ahead of the Committee meeting. These will be reported verbally at the meeting as part of the Officer presentation and also set out on the Amendments Sheet.

Policy and determining issues

The site is 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, new 'Car and Cycle Parking Standards' (adopted November 2017), the Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy as updated November 2017; 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 (Submission Draft) 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 : indeed, this is the route that is being pursued by the separate residential conversion proposals submitted recently to the Council with Prior Approval application 18/00006/PRIOR by a rival developer. Whilst the current proposals are not 'permitted development' in this respect, legislation clearly indicates the general acceptability of such proposals. Whilst some objectors have criticised the applicants and the Council for taking account of the traffic generation of the potential re-use of the site, whether for renewed commercial use or for a residential re-use, these must be taken into account in assessing the implications of the proposed development. The existing office use of the site has not been extinguished by the vacancy of the buildings; and planning permission would not be required for the renewed office use and occupation of the site; or, indeed, for residential conversion. It is clear that these are real possibilities available to an owner of the site that cannot be disregarded.

The proposed development is seeking to make more efficient use of previously developed land, which is also 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 and, indeed, the applicants have clearly been encouraged to submit their planning application on the basis of the emerging planning policy changes.

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, which is the most densely developed part of the proposed development, 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 or, indeed, height 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 large scale and height of the buildings. It is in a prominent position, open to public views, and adjoins busy strategic and local distributor roads. However, 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 or, indeed, unusual in the context of the character and appearance of the surrounding area. 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 that 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 for example. 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 a significant number of new trees within the estate layout and to bolster the existing planted margins of the site. Indeed, the proposed further amendments to the scheme would result in provision of 15 additional new trees within the scheme. 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 generation etc. are a material consideration in the determination of the current application. Indeed, notwithstanding the criticisms of some objectors in this respect, it would be inappropriate for the Council not to take this matter into material account.

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 substantial layered 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. Indeed, it is considered that the proposed development would result in acceptable relationships with neighbours. Furthermore, the amended plans do not change this conclusion.

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 general statutory obligations as far as protected species are concerned.

6. Highways considerations -

The application is accompanied by a Transport Assessment examining, as it must, the detailed highway implications of the proposed development compared with the situation that would occur with the existing offices in operation. The proposals were amended with plans and details received by the Council on 16 May 2017. These arose from technical concerns raised by both Hampshire County Council and Rushmoor's Transportation Strategy Officer relating to the original detailed design of the proposed new vehicular access onto Southwood Road; and also aspects of the internal layout design of the scheme. However, as a result of the 16 May 2017 amendments, both these technical consultees advised that the scheme so modified had fully addressed their concerns in respect of the highways considerations and that, objectively, the proposals were acceptable in highway terms. Furthermore, in reaching this conclusion, the highways consultees had also assessed all of the highways concerns raised in objections, yet found none that they considered sufficient to justify the refusal of the application on highway grounds. In this respect, the bar set out in current Government planning policy and practice guidance is that highway related concerns about proposed developments must be clearly and objectively demonstrated to give rise to severe problems for the safety and convenience of highway users. Accordingly, the application was presented to the Council's Development Management Committee at the 19 July 2017 meeting with no objections from the Highway Authority (Hampshire County Council) and a recommendation

that permission be granted.

Consideration of the application was deferred by the Committee on the basis that insufficient justification had been provided by the applicants of their choice for the location of the vehicular access to serve the proposed development. In particular, it was felt that inadequate explanation had been provided of the reasons for proposing that the sole means of vehicular access be from a new access point on Southwood Road - the main focus of objections from local residents. Further, it was not understood why it was proposed to switch the vehicular access to the site from the existing positions in Apollo Rise.

The work undertaken by the applicants in formulating their scheme ahead of the July Committee has now been augmented by further road traffic and speed surveys, together with a detailed technical assessment of the highways merits of alternative locations for vehicular access to serve the development from both Apollo Rise and Summit Avenue. This has been carried out by the applicant's transport consultants, Vectos. The applicant's architects and planning consultants have, in turn, examined the design and planning implications for the scheme of deriving vehicular access for the development in these different locations. This comprehensive work was submitted with the amended plans on 19 December 2017; and was presented to local residents at the applicant's neighbourhood consultation event held on 4 December 2017.

(a) Access/Egress Arrangements -

The main objections to the proposal have concentrated on the impact of traffic on the local highway network. Of particular note is the view that existing or new vehicular entrances from Apollo Rise should be used to serve the development; or that a new entrance should be formed onto Summit Avenue. At the request of the Committee the applicants have therefore considered the various potential vehicular access options for the site from all the site frontages: Apollo Rise, Summit Avenue and Southwood Road. This work is presented in detail in the Design & Access Statement Addendum.

Re-using the existing vehicular entrance onto Apollo Rise at the north-west corner of the site is possible. It is also possible to construct a new vehicular access in the same vicinity, since the difference in levels between Apollo Rise and the site are not significant in that area. Elsewhere along the Apollo Rise site frontage, there is a significant immediate height difference between the road and the site of approximately 3-4 metres. The main vehicular access into the existing site from Apollo Rise leads to the upper deck of a car park within the existing office complex. Although formation of a vehicular entrance along most of the Apollo Rise frontage would be possible, this would require the construction of one or more substantial ramps extending for a significant distance into the site. Most of the potential access options in this respect would also conflict with existing junctions on Apollo Rise; such as with Aldrin Place. The provision of ramp(s) would give rise to significant consequential problems for the internal design of the scheme and the amenities of dwelling units adjoining the ramped access roads in terms of outlook and privacy. There could also be significant problems providing access to parking spaces to serve dwelling plots adjoining such ramps. For these reasons, the applicants do not consider that, with the exception of the north-west corner of the site, it would be feasible or desirable to form new entrances from Apollo Rise to serve the proposed development.

Forming a new entrance from Summit Avenue is not considered to be a realistic option given the limited distance between the Apollo Rise junction and the Summit Roundabout and the presence of a pelican pedestrian crossing on this primary strategic road. Forming an entrance from the Summit Roundabout itself into the south-east corner of the site is

considered likely to give rise to insurmountable technical highway safety problems.

The applicant's further analysis of access options continues to indicate that the best performing option is for a vehicular entrance to be formed from Southwood Road; and that the location as proposed (in the form the subject of the amended plans received on 16 May 2017) is acceptable in all technical and design respects. The applicant's site and context analysis further identifies strong desire-line routes to/from the site to the east onto Southwood Road, and the town centre beyond. Re-positioning the proposed Southwood Road access further south towards Summit Avenue would result in junction spacing problems; and there would be no improvements or other design benefits arising from shifting the access north-east towards a position opposite Derwent Close. The applicants consider that the proposed Southwood Road access remains their preferred option; and that they have demonstrated that it remains acceptable in highways terms.

Hampshire Highways confirm that the proposed Southwood Road access is acceptable in highway terms. It is of sufficient width, geometry and design detail to serve the proposed development, including refuse and delivery lorries, emergency vehicles etc. Hampshire Highways remain satisfied that the proposed access can safely accommodate the level of traffic to/from the proposed development. The detailed plans for the proposed Southwood Road access also show how the existing Southwood Road cycleway would be identified as it crosses the proposed new road junction. The position of the existing nearby bus-stop and traffic island opposite the end of Derwent Close are not considered to compromise the safety or operation of the proposed new access.

Whilst concerns have been raised and repeated by objectors concerning the junction sight-lines because of the proposed access junction being 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 submitted plans demonstrate the availability of considerably more than the 2.4 by 52 metre sight-lines to both left- and right-hand sides required [by the appropriate guidance document : Manual for Streets] for a 30 mph average speed road. Whilst there has been further criticism by objectors of the additional speed surveys undertaken by the applicants (confirming the 85th percentile traffic speed on Southwood Road in the vicinity of the proposed access to be 30.4 mph, similar to that previously measured), the available sight-lines are sufficient to be acceptable for the suggested higher average road speed alleged by objectors. Nevertheless, it is generally considered inappropriate to design road and junction layouts on the basis of motorist behaviour that would be illegal and potentially subject to law enforcement.

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 (as raised by the occupier of 57 Southwood Road in particular) is not considered likely to be a frequent occurrence. Southwood Road is already 'traffic-calmed' seeking to reduce traffic speeds in the vicinity and there is 'Speedwatch Zone' signage on the approaches to the corner. Furthermore, construction of the new entrance would include provision for additional warning signage and road marking to forewarn approaching motorists. The flooding problem reported by some objectors on the inside this bend is an existing highway maintenance issue either to be resolved by the Highway Authority independent of the proposed development; or, possibly, if appropriate, to be addressed in combination with the highway works required to implement the proposed new access to serve the proposed development. Either way, it is not a matter that the applicants are obliged to address : it is solely a matter for the Highway Authority to deal with this matter and, indeed, how and when this would be done.

Hampshire Highways continues to be satisfied that the proposed Southwood Road access is

adequate to serve the proposed development alone in association with an emergency access. Nevertheless, the further amendments to the proposals now show provision of a second permanent vehicular access to serve the proposed development to/from Apollo Rise to be located at the north-west corner of the site. There would be no restriction on the use of this access and all occupiers of, and visitors to, the proposed development would be able to choose which access they used to enter and depart from the development. The proposed spine road within the proposed development is now shown to be provided with additional raised pavements to discourage potential rat-running of traffic through the proposed development. The geometry, dimensions, capacity, sight-lines and position of the proposed Apollo Rise vehicular entrance is also considered to be acceptable in all respects in highways terms.

The principle of the amended proposed access arrangements is considered acceptable. The applicants are obliged to enter into an agreement with the highway authority under Highways legislation 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 the necessary agreements under highway legislation prior to works commencing on site. Furthermore, the issue of the extent of adoption and the future maintenance of the proposed estate roadways within the site is also a matter to be agreed between the developer and the Highway Authority and is not a matter for consideration with the current planning application.

(b) Traffic Generation and Impact Upon Traffic Congestion -

A number of objectors have cited 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. However, although unclassified, Southwood Road has been designated as a local distributor road and specifically identified as such in the strategic road network of the Borough by the Rushmoor Local Plan for many years.

The proposal involves the redevelopment of an existing commercial office/research & development/light industrial site which has approximately 1000 on-site parking spaces. The lawful use of the site could be resumed without the need for planning permission or, indeed, be subject to residential conversion and occupation. This is a material planning consideration that must be taken into account in this case. The submitted Transport Assessment considered the likely traffic generation of the proposed development compared to that of the existing lawful commercial 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). Taking into account that this traffic would enter and leave the site via the existing access points on Apollo Rise and be distributed on the highway network, it is estimated that approximately 10% of this traffic would use Southwood Road. This equates to the theoretical generation of approximately 23 additional trips in the morning peak and 19 trips in the evening peak periods using Southwood Road. In the context of the total traffic volumes using the road, this is not considered to be significant. The submitted Transport Assessment concluded that the proposed development would, by comparison, be likely to generate significantly fewer overall traffic movements during the same peak periods : 24 arrivals and 64 departures (so 88 two-way traffic movements compared to 235 for a resumed office use, a 63% reduction) during the AM peak, and 60 arrivals and 36 departures (96 two-way traffic movements compared to

212 for a resumed office use, a 55% reduction) during the PM peak.

The Transport Assessment then considered 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 to Southwood Road, it was estimated that there would be some marginal increases in net traffic volumes over the theoretical traffic generation of a resumed commercial use of the site using the Apollo Rise accesses. However, these would still not be significant in the context of the overall traffic volumes already using the road. Furthermore, the design capacity of Southwood Road or other roads in the vicinity of the site would not be exceeded. Hampshire Highways has accepted 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 are thought likely to be exacerbated by the proposed new development access. However, Hampshire Highways agrees with the conclusions of the submitted Transport Assessment that the additional traffic arising from the proposed development is unlikely to add significantly to this existing situation, particularly in comparison to what could arise from a lawful resumption of a commercial use at the site. It was also noted that the cause of at least some of the queuing on Southwood Road reported by objectors appeared to be congestion at the junction of Southwood Road with Cove Road arising from the closure of West Heath Road and, indeed, temporary traffic lights being located at the Southwood Road/Cove Road railway bridge roundabout junction. It was not, therefore, considered to be representative of the normal state of traffic in Southwood Road.

Since the 19 July 2017 Committee meeting, the applicant's Transport Consultants have undertaken further traffic surveys to update the data on which the original Transport Assessment was based. These were undertaken following the removal of the majority of the road works; and care was also taken to ensure that the surveys were undertaken on term-time weekdays. The surveys were, in particular, extended to cover both ends of Southwood Road. Whilst roads in the vicinity of the site were observed to be busy at peak periods and some queueing on Southwood Road was observed to take place, queues of any significant length were observed to be sporadic and queuing generally seen to both build-up and disperse relatively quickly, with vehicles moving rather than being at a standstill. It was, however, noted that there was significant variation in the extent of queuing across the survey dates, from hardly any congestion at all on some days, to some significant queuing on others. In particular, traffic congestion was noted to occur on both Summit Avenue and both ends of Southwood Road during the evening peak hours on 2nd and 22nd November 2017. This appears to have been associated with congestion and/or closures of the M3 motorway resulting in more traffic than usual exiting the motorway at Junction 4a. Nevertheless, this variable pattern of existing traffic and congestion, which can at times be affected by traffic problems occurring elsewhere in the wider road network, is typical of many urban distributor roads at peak times.

The key consideration for the current application is whether or not the proposed development would material exacerbate existing traffic and congestion in the vicinity of the application site to such an extent to give rise to severe harm to the safety and convenience of highway users. In this respect, it has already been established that the proposed development with sole vehicular access onto Southwood Road would result in a marginal increase in the number of vehicles using Southwood Road, but that this extra volume of traffic would not be

significant in comparison to the overall traffic volume that already uses the road; and the design capacity of the road would not be exceeded. According it has been concluded that the proposed development with sole vehicular access to Southwood Road would not give rise to a severe harmful impact upon the safety and convenience of highway users.

The effect of the 19 December 2017 amendments is, however, to provide all occupiers of the proposed development with an alternative means of entering and leaving the development via Apollo Rise. This is considered to be an improvement, since it would have the general effect of reducing traffic volumes using the Southwood Road access, even though it may not ultimately reduce the amount of traffic associated with the proposed development using Southwood Road. However, it would give occupiers of the proposed development the opportunity to vary how they enter and leave the site depending upon traffic conditions on the surrounding roads and, indeed, where they may be approaching the site from, or intend to travel to from the site. It is also considered, for example, that the proposed alternative access could also have the potential of reducing right-turn manoeuvres from the Southwood Road access towards the Summit Roundabout in preference to a left turn into Apollo Rise followed by a further left or right turn onto Summit Avenue. Hampshire Highways do not consider that there would be likely to be any significant through the proposed development between the Southwood Road and Apollo Rise accesses. Since it has already been concluded that the proposed development served by the Southwood Road access alone would be acceptable in highway terms, it is considered that the proposed development incorporating an alternative second vehicular access to Apollo Rise would give rise to no harm and is therefore also acceptable in highways terms.

Concerns have been expressed by objectors about the cumulative impact on traffic associated with the proposed Hartland Park development, which currently remains 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 its own planning application.

(c) Internal Layout –

The Council's Transportation Strategy Officer advised that the 16 May 2017 amendments and supporting information satisfactorily demonstrated 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. The 19 December 2017 amendments to the internal layout of the scheme are equally considered to be acceptable.

(d) Parking -

The proposed 19 December 2017 amendments incorporate some detailed changes to the internal site layout design of the scheme as a result of the increased width of parking spaces required by the Council's revised adopted Parking Standards (November 2017). Nevertheless, each of the proposed dwellings would be provided with parking spaces of acceptable number, size, location and arrangement, meeting the Council's revised 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.

(e) Bicycle Parking, Refuse Collection and Deliveries -

Acceptable provision continues to be 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. The revised site layout is designed to enable access by refuse lorries and provides sufficient space for delivery lorries and vans and appropriate planning conditions can be imposed to ensure that the bin storage and collection arrangements meet the Council's requirements.

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 being sought by the Highway Authority would, in part, be directed to improvements to local pedestrian and cycleway links.

(f) Transport Contributions -

As mentioned above, 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. Furthermore, local bus services would need to take account of the new development. Accordingly, Hampshire Highways seeks 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. The Transport Contribution would be secured through the s106 Agreement.

Details of a Framework Travel Plan are 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. It is clearly appropriate to seek, as far as possible, to minimise the disruption that is likely to arise as a result of the undertaking of a development of this large scale.

(h) Electric Car Charging Points –

In response to comments made by Members at the 19 July 2017 meeting, the applicants have confirmed that Electric Car Charging Points can be incorporated into the development. It is considered that the applicant's suggestion that these be secured by imposition of a suitably-worded planning condition is appropriate and acceptable.

Highway Considerations 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 simply 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. Nevertheless, in order to seek to address local concerns, the applicants have submitted amended plans that introduce a second vehicular access to serve the proposed development from Apollo Rise. This is considered to be a welcome improvement to the scheme.

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. However, 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.

Since this matter was considered by the Committee in July 2017 Members may recall that the CCG secured planning permission in November 2017 for the change of use of existing offices (Use Class B1) at Voyager House (2 Apollo Rise, Farnborough) to community healthcare resources hub (Use Class D1) for healthcare delivery for Farnborough, 17/00787/COUPP. The CCG is, therefore, already taking steps to secure additional healthcare capacity for Farnborough in the vicinity to address existing and projected future shortfalls.

In this light, and the absence of evidence, it is concluded that it is not appropriate to seek a financial contribution from this particular development towards healthcare or 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 development in particular involves some significant site preparation costs. 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 affordable 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 (Hampshire County Council) consider that the submitted information is acceptable in principle and forms a sound basis on which to design a detailed scheme. The further amended plans have no impact on this matter. 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. These communal areas of the scheme would be retained in the ownership of the developer, whom would retain the responsibility for their maintenance. 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 proposals, as amended by plans and additional supporting material received on 19 December 2017, are 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 23 February 2018 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 23 February 2018 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.P, -2022 REV.G, -2023 REV.F, -2024 REV.F, -2025 REV.G, -2026 REV.F, -2027 REV.G, -2028 REV.E, -2030 REV.E, -2031 REV.D, -2032 REV.H, -2033 REV.H, -2034 REV.H, -2035 REV.H, -2036 REV.E, -2037 REV.E, -2038 REV.E, -2039 REV.E, -2040 REV.J, -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 Nos.151703/A/03 REV.P and 151703/SK/10 REV.A; PRP Architects Design & Access Statement, Energy Report, Sustainability Statement & Addendum to the Design & Access Statement (May 2017), further Design & Access Statement Addendum and Updated Sustainability Statement (December 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', 'Further Response to Highway Comments March 2017') & Revised Initial Travel Plan (May 2017) and Transport Assessment Addendum (December 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; amended SJA Trees Arboricultural Implications Report (revised version December 2017); and Legal & General Statement of Community Involvement and Addendum to Statement of Community Involvement (December 2017).

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 entrances from Southwood Road and Apollo Rise (including unobstructed sight-lines of the extent indicated on approved Vectos drawings), 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 and landscape areas shall be submitted to and approved in writing by the Local Planning Authority. The on-site communal play areas shall subsequently be provided available for use prior to the practical completion of the development; and the communal play and landscape areas retained and maintained thereafter.

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

- 19 Prior to the first occupation of the dwellings hereby permitted the acoustic barrier 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.*

28 No dwelling within the development hereby permitted shall be occupied until details of the provision of Electric Car Charging Points within the development has been submitted to and approved in writing by the Local Planning Authority. The Electric Car Charging Point installation so approved shall subsequently be installed and made operational and available to occupiers of the development prior to the occupation of the first dwelling unit within the development.

Reason – To reflect the objective of enabling a sustainable development.

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.

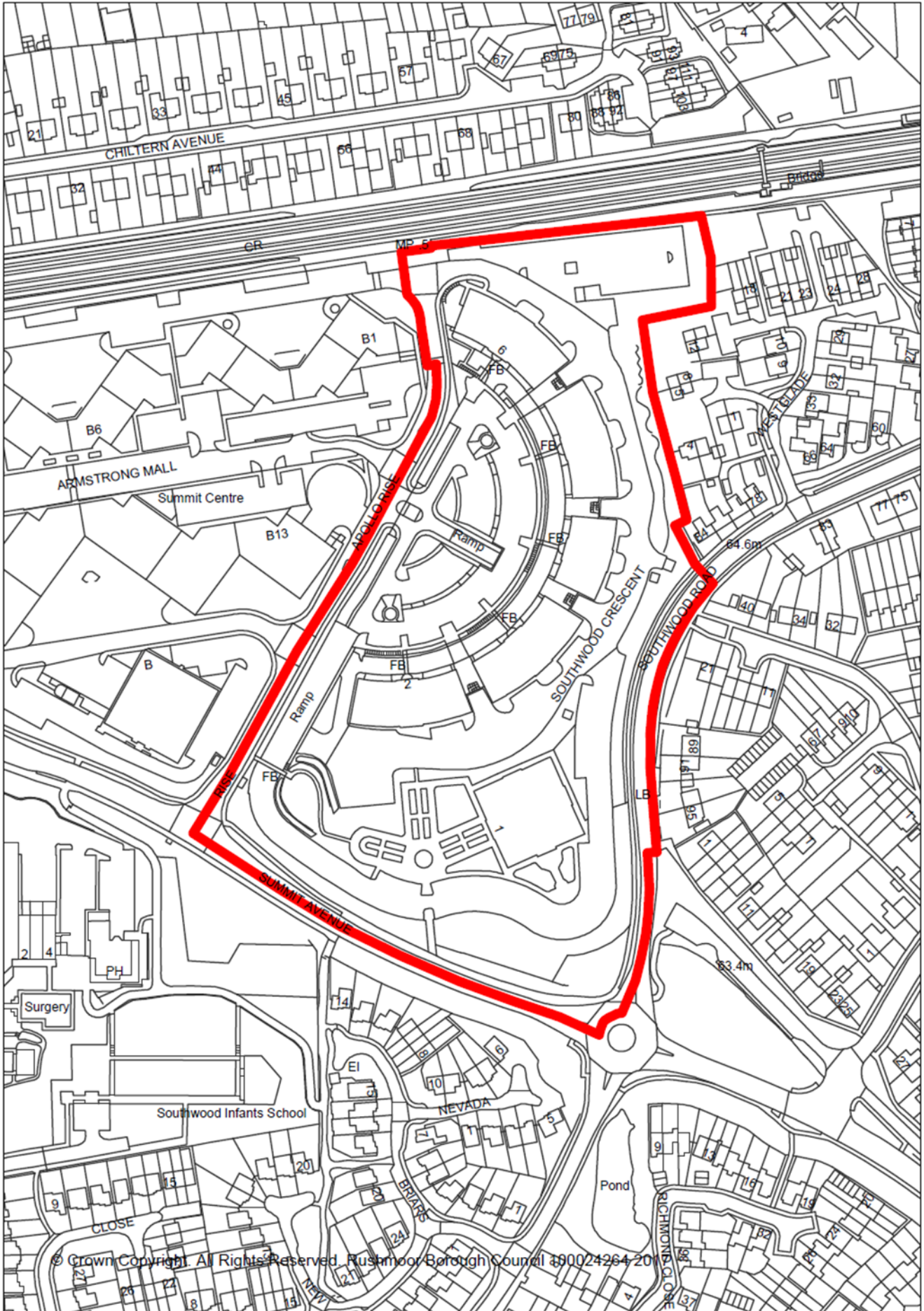
- 3 **INFORMATIVE** - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 4 **INFORMATIVE** - The applicant is recommended to achieve maximum energy efficiency

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.

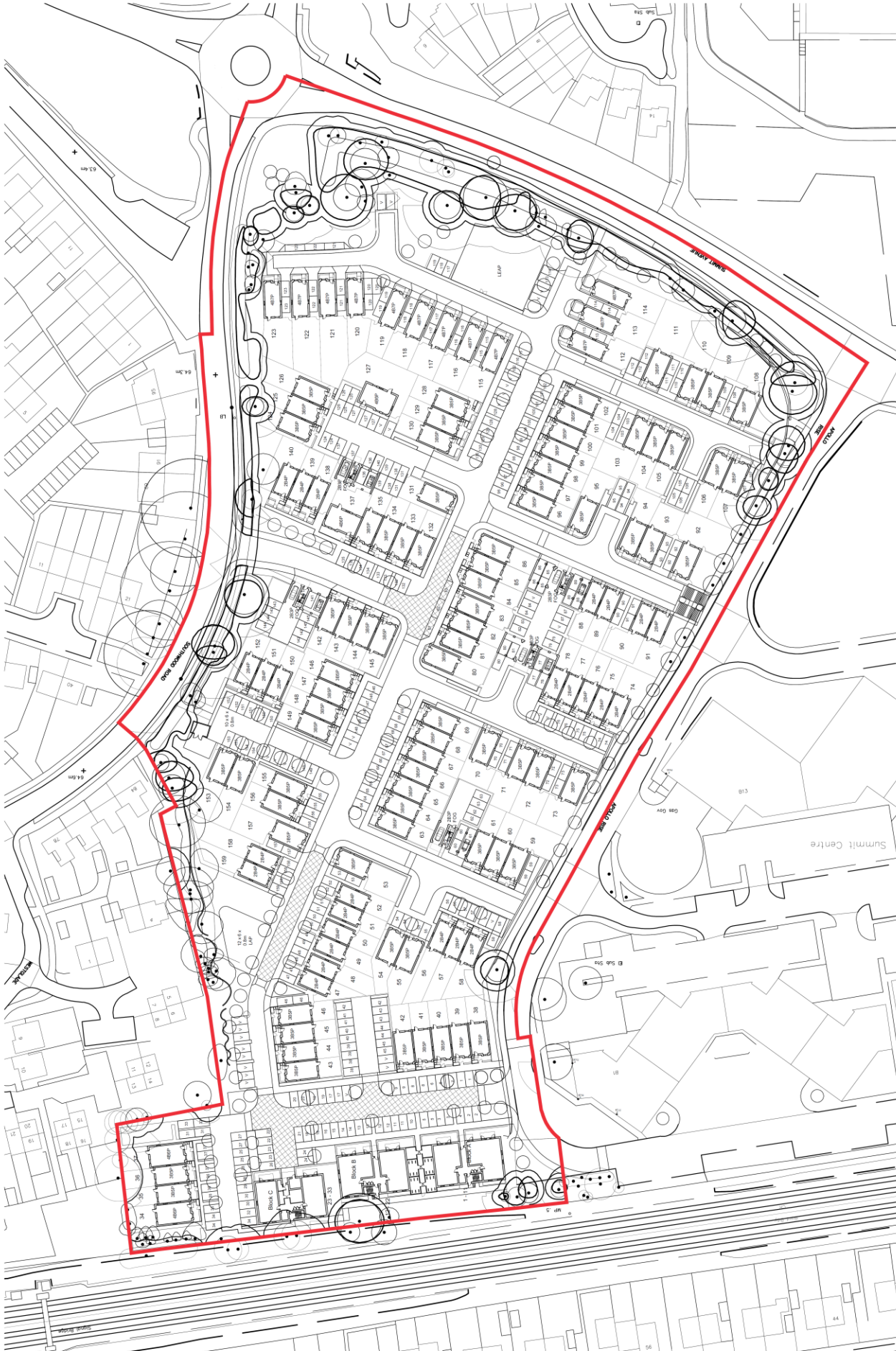
- 5 INFORMATIVE - The applicant is advised to follow good practice in the demolition of the existing buildings on site including the re-use of all material arising from demolition as part of the redevelopment wherever practicable. Please contact Les Murrell, Strategy Co-ordinator (Sustainability) at 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)



Rev	Date	Description
01	10/01/15	Issue for comment
02	10/01/15	Issue for comment
03	10/01/15	Issue for comment
04	10/01/15	Issue for comment
05	10/01/15	Issue for comment
06	10/01/15	Issue for comment
07	10/01/15	Issue for comment
08	10/01/15	Issue for comment
09	10/01/15	Issue for comment
10	10/01/15	Issue for comment
11	10/01/15	Issue for comment
12	10/01/15	Issue for comment
13	10/01/15	Issue for comment
14	10/01/15	Issue for comment
15	10/01/15	Issue for comment
16	10/01/15	Issue for comment
17	10/01/15	Issue for comment
18	10/01/15	Issue for comment
19	10/01/15	Issue for comment
20	10/01/15	Issue for comment
21	10/01/15	Issue for comment
22	10/01/15	Issue for comment
23	10/01/15	Issue for comment
24	10/01/15	Issue for comment
25	10/01/15	Issue for comment
26	10/01/15	Issue for comment
27	10/01/15	Issue for comment
28	10/01/15	Issue for comment
29	10/01/15	Issue for comment
30	10/01/15	Issue for comment
31	10/01/15	Issue for comment
32	10/01/15	Issue for comment
33	10/01/15	Issue for comment
34	10/01/15	Issue for comment
35	10/01/15	Issue for comment
36	10/01/15	Issue for comment
37	10/01/15	Issue for comment
38	10/01/15	Issue for comment
39	10/01/15	Issue for comment
40	10/01/15	Issue for comment
41	10/01/15	Issue for comment
42	10/01/15	Issue for comment
43	10/01/15	Issue for comment
44	10/01/15	Issue for comment
45	10/01/15	Issue for comment
46	10/01/15	Issue for comment
47	10/01/15	Issue for comment
48	10/01/15	Issue for comment
49	10/01/15	Issue for comment
50	10/01/15	Issue for comment
51	10/01/15	Issue for comment
52	10/01/15	Issue for comment
53	10/01/15	Issue for comment
54	10/01/15	Issue for comment
55	10/01/15	Issue for comment
56	10/01/15	Issue for comment
57	10/01/15	Issue for comment
58	10/01/15	Issue for comment
59	10/01/15	Issue for comment
60	10/01/15	Issue for comment
61	10/01/15	Issue for comment
62	10/01/15	Issue for comment
63	10/01/15	Issue for comment
64	10/01/15	Issue for comment
65	10/01/15	Issue for comment
66	10/01/15	Issue for comment
67	10/01/15	Issue for comment
68	10/01/15	Issue for comment
69	10/01/15	Issue for comment
70	10/01/15	Issue for comment
71	10/01/15	Issue for comment
72	10/01/15	Issue for comment
73	10/01/15	Issue for comment
74	10/01/15	Issue for comment
75	10/01/15	Issue for comment
76	10/01/15	Issue for comment
77	10/01/15	Issue for comment
78	10/01/15	Issue for comment
79	10/01/15	Issue for comment
80	10/01/15	Issue for comment
81	10/01/15	Issue for comment
82	10/01/15	Issue for comment
83	10/01/15	Issue for comment
84	10/01/15	Issue for comment
85	10/01/15	Issue for comment
86	10/01/15	Issue for comment
87	10/01/15	Issue for comment
88	10/01/15	Issue for comment
89	10/01/15	Issue for comment
90	10/01/15	Issue for comment
91	10/01/15	Issue for comment
92	10/01/15	Issue for comment
93	10/01/15	Issue for comment
94	10/01/15	Issue for comment
95	10/01/15	Issue for comment
96	10/01/15	Issue for comment
97	10/01/15	Issue for comment
98	10/01/15	Issue for comment
99	10/01/15	Issue for comment
100	10/01/15	Issue for comment
101	10/01/15	Issue for comment
102	10/01/15	Issue for comment
103	10/01/15	Issue for comment
104	10/01/15	Issue for comment
105	10/01/15	Issue for comment
106	10/01/15	Issue for comment
107	10/01/15	Issue for comment
108	10/01/15	Issue for comment
109	10/01/15	Issue for comment
110	10/01/15	Issue for comment
111	10/01/15	Issue for comment
112	10/01/15	Issue for comment
113	10/01/15	Issue for comment
114	10/01/15	Issue for comment
115	10/01/15	Issue for comment
116	10/01/15	Issue for comment
117	10/01/15	Issue for comment
118	10/01/15	Issue for comment
119	10/01/15	Issue for comment
120	10/01/15	Issue for comment
121	10/01/15	Issue for comment
122	10/01/15	Issue for comment
123	10/01/15	Issue for comment

Scale: 1:500 @ A1
 Scale: 1:1000 @ A2

Summit Centre

Scale: 1:500 @ A1
 Scale: 1:1000 @ A2

Scale: 1:500 @ A1
 Scale: 1:1000 @ A2

Scale: 1:500 @ A1
 Scale: 1:1000 @ A2

Scale: 1:500 @ A1
 Scale: 1:1000 @ A2



SECTION AA (PART I)



SECTION AA (PART II)

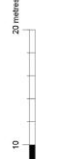


SECTION AA (PART III)

©2019 PRP Ltd. All rights reserved. License number 10022412
 All dimensions to be noted in all cases.
 All individual property rights reserved.



Scale 1:200 @ A1



Rev	Date	Description	By	Chk	Date	Scale
1	18/12/2018	Issue for planning	JK	JK	18/12/2018	1:200
2	18/12/2018	Issue for planning	JK	JK	18/12/2018	1:200

THE CRESCENT FARBOROUGH
 Proposed Street
 Section/Elevation AA

AM2792024
 F
 PLANNING

PRP
 PRP-UK
 London
 020 7663 1000





SECTION BB (PART I)

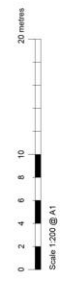


SECTION BB (PART II)



SECTION BB (PART III)

The contractor is responsible for obtaining all necessary planning permissions and consents for the proposed development. The contractor shall be responsible for ensuring that the proposed development complies with all applicable planning and building regulations. All dimensions to be checked by the client.



Rev	Date	Description	Drawn	Checked	Scale
1	15/03/2015	Issue for consultation	JL	JK	1:200 @ A1
2	15/03/2015	Issue for planning	JL	JK	1:200 @ A1
3	15/03/2015	Issue for construction	JL	JK	1:200 @ A1

THE CRESCENT FARNBOROUGH
 Proposed Street
 Section/Elevation BB

AA4279/2025
 G
 PLANNING

Ordnance Survey (c) Crown Copyright 2015. All rights reserved. Licence number 100022432
 PRP
 Planning
 020 7663 1008





SECTION CC



SECTION DD

SECTION EE

© 2016 PRP & P2016 016. All content throughout this document is the property of the Architectural Practice and shall remain the property of the Architectural Practice. All other content is the property of the respective owners. All rights reserved. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the Architectural Practice.

Figured dimensions to be adopted for all cases.

ORIGINATOR: SURVEY © Crown Copyright 2015. All rights reserved. Licence number 100022432

THE CRESCENT FARBOROUGH

Proposed Street

Section/Elevations CC, DD & EE

PLANNING

PRP

PRP.co.uk
London
020 7663 1200

Rev. No. Description

01	Issue for consultation
02	Issue for consultation
03	Issue for consultation
04	Issue for consultation
05	Issue for consultation
06	Issue for consultation
07	Issue for consultation
08	Issue for consultation
09	Issue for consultation
10	Issue for consultation
11	Issue for consultation
12	Issue for consultation
13	Issue for consultation
14	Issue for consultation
15	Issue for consultation
16	Issue for consultation
17	Issue for consultation
18	Issue for consultation
19	Issue for consultation
20	Issue for consultation
21	Issue for consultation
22	Issue for consultation
23	Issue for consultation
24	Issue for consultation
25	Issue for consultation
26	Issue for consultation
27	Issue for consultation
28	Issue for consultation
29	Issue for consultation
30	Issue for consultation
31	Issue for consultation
32	Issue for consultation
33	Issue for consultation
34	Issue for consultation
35	Issue for consultation
36	Issue for consultation
37	Issue for consultation
38	Issue for consultation
39	Issue for consultation
40	Issue for consultation
41	Issue for consultation
42	Issue for consultation
43	Issue for consultation
44	Issue for consultation
45	Issue for consultation
46	Issue for consultation
47	Issue for consultation
48	Issue for consultation
49	Issue for consultation
50	Issue for consultation

Date Issued

01	18/10/2016
02	18/10/2016
03	18/10/2016
04	18/10/2016
05	18/10/2016
06	18/10/2016
07	18/10/2016
08	18/10/2016
09	18/10/2016
10	18/10/2016
11	18/10/2016
12	18/10/2016
13	18/10/2016
14	18/10/2016
15	18/10/2016
16	18/10/2016
17	18/10/2016
18	18/10/2016
19	18/10/2016
20	18/10/2016
21	18/10/2016
22	18/10/2016
23	18/10/2016
24	18/10/2016
25	18/10/2016
26	18/10/2016
27	18/10/2016
28	18/10/2016
29	18/10/2016
30	18/10/2016
31	18/10/2016
32	18/10/2016
33	18/10/2016
34	18/10/2016
35	18/10/2016
36	18/10/2016
37	18/10/2016
38	18/10/2016
39	18/10/2016
40	18/10/2016
41	18/10/2016
42	18/10/2016
43	18/10/2016
44	18/10/2016
45	18/10/2016
46	18/10/2016
47	18/10/2016
48	18/10/2016
49	18/10/2016
50	18/10/2016

Scale @ A1: 1:200

Scale 1:200 @ A1

0 2 4 6 8 10

3D meters

NORTH

© 2016 PRP & P2016 016. All content throughout this document is the property of the Architectural Practice and shall remain the property of the Architectural Practice. All other content is the property of the respective owners. All rights reserved. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the Architectural Practice.

Figured dimensions to be adopted for all cases.

ORIGINATOR: SURVEY © Crown Copyright 2015. All rights reserved. Licence number 100022432

THE CRESCENT FARBOROUGH

Proposed Street

Section/Elevations CC, DD & EE

PLANNING

PRP

PRP.co.uk
London
020 7663 1200



SECTION FF



SECTION GG (PART 1)



CRPT/PM/JCZ/RM/DP/BJL

The information is intended to provide a general impression of the proposed development. It does not constitute an offer of any financial product or service. All illustrations are for illustrative purposes only. Final design and construction may vary. All dimensions are to the finished face unless stated otherwise. All dimensions are to the finished face unless stated otherwise. All dimensions are to the finished face unless stated otherwise. All dimensions are to the finished face unless stated otherwise. All dimensions are to the finished face unless stated otherwise. All dimensions are to the finished face unless stated otherwise.

THE CRESCENT FARBOROUGH
Proposed Street
Section/Elevations FF & GG
PLANNING

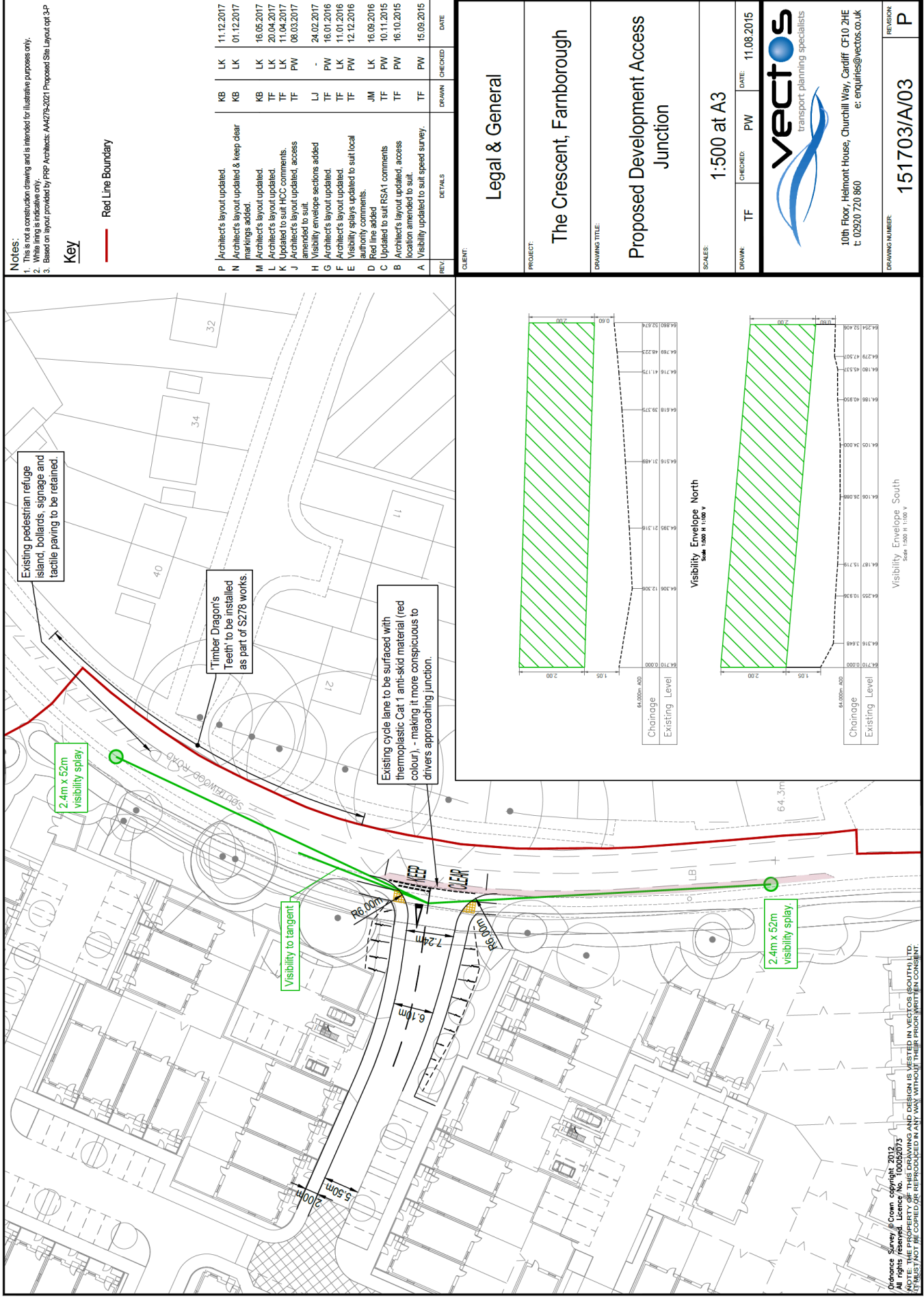
AA4279/2027
G
19/12/2015
Scale @ A1: 1:200

Reference: Railway (G) Owner: Copyright: 2015. All rights reserved. Licence number: 10022432
PRP.co.uk
London
020 7603 1200

Rev.	Date	Author	Reason	Scale
0	19/12/15	CRPT/PM	Initial design	A1
1	18/12/15	CRPT/PM	Revised design	A1
2	18/12/15	CRPT/PM	Final design	A1

0 2 4 6 8 10 20 metres
Scale 1:200 @ A1

NORTH



Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Based on layout provided by PBP Architects: AA4278-2021 Proposed Site Layout opt.3.p

Key
 — Red Line Boundary

REV	DETAILS	DRAWN	CHECKED	DATE
P	Architect's layout updated	KB	LK	11.12.2017
N	Architect's layout updated & keep clear markings added	KB	LK	01.12.2017
M	Architect's layout updated	KB	LK	16.05.2017
L	Architect's layout updated	TF	LK	20.04.2017
K	Updated to suit HCC comments	TF	LK	11.04.2017
J	Architect's layout updated, access amended to suit	TF	PW	08.03.2017
H	Visibility envelope sections added	LJ	-	24.02.2017
G	Architect's layout updated	TF	PW	16.01.2016
F	Architect's layout updated	TF	LK	11.01.2016
E	Visibility splays updated to suit local authority comments	TF	PW	12.12.2016
D	Ped line added	JM	LK	16.09.2016
C	Updated to suit RSA1 comments	TF	PW	10.11.2015
B	Architect's layout updated, access location amended to suit	TF	PW	16.10.2015
A	Visibility updated to suit speed survey	TF	PW	15.05.2015

CLIENT:

PROJECT:
 Legal & General
 The Crescent, Farnborough

DRAWING TITLE:
 Proposed Development Access Junction

SCALES:
 1:500 at A3

DRAWN: TF **CHECKED:** PW **DATE:** 11.08.2015

10th Floor, Helmont House, Churchill Way, Cardiff CF10 2HE
 t: 02920 720 860
 e: enquiries@vectos.co.uk

DRAWING NUMBER: 151703/A/03 **REVISION:** P

Ordnance Survey © Crown copyright 2012
 All rights reserved. Licence No. 100052073
 This document is the property of Vectos Limited.
 It must not be copied or reproduced in any way without their prior written consent.



Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.
 2. While lines is indicative only.
 3. Based on FRP Architect's layout: AA41276-2021 Proposed Site Layout opt 3A

REV	DETAILS	DRAWN	CHECKED	DATE
A	Architect's layout updated.	KB	LK	11.12.2017

CIENT:

PROJECT:
 Legal & General
 The Crescent, Farnborough

DRAWING TITLE:
 Apollo Rise Access
 Visibility Requirements

SCALES:
 1:500 at A3

DRAWN: TF **CHECKED:** LK **DATE:** 28.07.2017



Network Building, 97 Tottenham Court Road, London. W1T 4TP
 t: 020 7580 7373
 e: enquiries@vectos.co.uk

DRAWING NUMBER: 151703/SK/10 **REVISION:** A

Ordnance Survey © Crown, Copyright 2017. All rights reserved. Licence No. 100052073. THIS DOCUMENT IS UNCLASSIFIED AND UNCONTROLLED. IT MUST NOT BE COPIED OR REPRODUCED IN ANY MANNER WITHOUT THE PRIOR WRITTEN CONSENT OF Vectos.

Os Gc
 100052073

This page is intentionally left blank

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	Sarita Jones
Application No.	17/00920/ADJ
Date Valid	1st November 2017
Expiry date of consultations	23rd November 2017
Proposal	Consultation from Hart District Council in respect of amended highway details relating to a 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 2,655m ² (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 181 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.
Address	Hartland Park Bramshot Lane Fleet
Consultation by	Hart District Council
Recommendation	RAISE OBJECTION

Description

The site comprises an area of some 48 hectares surrounded by mature woodland, and lies to the north of Ively Road, within Hart District. The site, now called Hartland Park/Village, was formerly known as Pyestock North. It was used by DERA as their engine testing research and development complex and subsequently passed to QinetiQ. Most of the on-site activities have transferred to Cody Park and the existing buildings and structures, comprising about 74,000 square metres, including engine testing facilities, offices and laboratories, are now largely decommissioned.

In April 2005 Rushmoor Borough Council raised objection in respect of a consultation from Hart District Council (ref. 05/00130/ADJ) on an outline proposal for redevelopment of the site to provide a storage and distribution park, with off-site highway works and landscaping improvements. The following reasons given.

" 1) The proposal would result in industrial development within the strategic gap involving warehouses that are larger in terms of scale bulk and floorspace than the existing buildings on the site, extensive car and lorry parking, intensive heavy vehicular activity and significant loss of existing woodland screening. It is therefore considered that the proposal would physically and visually diminish the open nature of the strategic gap and would thereby cause unacceptable harm to the rural character of the area and the environment surrounding Rushmoor.

2) The level and type of development proposed would generate significant additional traffic, particularly heavy goods vehicles, that would add to congestion on local roads such as Summit Avenue and Minley Link and increase in noise and air pollution for residents living nearby. Furthermore, the estimated 1,800 jobs to be created by the proposal would be likely to result in the extension of the labour catchment area, thereby increasing commuting to and from a site that is outside the built up area and placing greater pressure on local roads. It is considered that the proposal would result in significant traffic generation in an unsustainable location, with adverse implications for highway safety and the living conditions of residents in Rushmoor."

This application was not determined by Hart Council.

A further consultation was submitted by Hart, 07/00338/ADJ, for an outline application for the erection of new buildings for storage and distribution use (Class B8), together with ancillary offices and associated access, parking, groundwork's, infrastructure and landscaping (Hart reference 07/00764/MAJOR)

The illustrative development framework plan showed three retained existing buildings and 7 development plots of varying sizes, to create a total of 126,000 sqm of warehousing floorspace. In the indicative layout, three of the development plots were shown towards the northern boundary of the site and three to the south nearer to Ively Road. They were shown grouped round the largest plot in the centre of the site. The largest plot was indicated to cover some 14ha, with a maximum building size of 195 metres wide x 510 metres long x 19 metres high. The illustrative plan showed indicative access points in the north east corner of the site from the Pyestock roundabout via Bramshot Road (the existing access) and in a central position on the southern boundary from Ively Road. There was also a link shown in the south east corner of the site through to QinetiQ's Cody Park.

This application was accompanied by an Environmental Statement, a Planning Statement, a

Transport Assessment and a green travel plan. In addition the applicant submitted a Design and Development Document, which identified some differences between the submitted scheme and the previous proposal. These differences were said to include:

- a) development boundaries tightened to correspond more closely with the existing brownfield "clearing";
- b) as a result of the above, woodland buffers that would previously have been lost could now be retained on the north, south and western boundaries;
- c) proposed financial contribution to acoustic fencing along the A327 Minley Link; a plan was submitted showing indicative sections of acoustic barrier between 1.5 & 2m in height on the southern side of the road; and
- d) reduction in the maximum potential size of the buildings.
- e) the submitted details suggested the facility would create 1600 jobs rather than the 1800 suggested in relation to the previous application.

Rushmoor raised objection to this consultation on the following grounds:

"The proposal would result in industrial development within the strategic gap involving warehouses that are larger in terms of scale bulk and floorspace than the existing structures on the site, extensive car and lorry parking, intensive heavy vehicular activity and significant loss of existing woodland screening. It is therefore considered that the proposal would physically and visually diminish the open nature of the strategic gap and would thereby cause unacceptable harm to the rural character of the area and the environment surrounding Rushmoor.

Bearing in mind the assumptions made in the Transport Assessment about the level of traffic that would be generated by the proposal, The Council is not satisfied that it would not add to congestion on the highway network. Furthermore, the estimated 1,600 jobs to be created by the proposal would be likely to result in the extension of the labour catchment area, thereby increasing commuting to and from a site that is outside the built up area and placing greater pressure on local roads. It is considered that the proposal could result in significant traffic generation in an unsustainable location, with adverse implications for highway safety in Rushmoor.

It has not been adequately demonstrated that the level and type of development and increased traffic associated with the proposal would not give rise to levels of noise that would cause harm to the amenities of residents in Rushmoor."

This application was not determined by Hart.

In 2008 a further consultation was received from Hart, 08/00011/ADJ. This application sought full permission for a storage and distribution (Use Class B8) development on the site with associated office space, car and cycle parking, servicing facilities and landscaping. The development would provide a total of 126,216sqm of B8 floor space distributed over 10 units, including 9,198sqm of ancillary office space, with 1,137 car parking spaces (Hart reference 07/003197/MAJOR).

The submitted masterplan showed three retained existing buildings as before, together with 10 new buildings ranging in size from 2,171sqm up to 28,815sqm, and in ridge height from 11m to 19m. In general, the layout of the development had been designed to fall within the existing built footprint on the site following a similar grid network of roads and routes. There would be 3 relatively small units (J, K & L) along the northern boundary with two of the

retained buildings in between, 4 larger units (B, C, D & E) in the centre and two small units (F & H) and one large unit (G) at the southern end of the site near Ively Road. The plan showed the main access point in the north east corner of the site from the A327 Pyestock roundabout via Bramshot Road (the existing access) and another in the south-west corner from Ively Road, which would be for cars, bicycles and emergency vehicles only. There was also a link shown in the south-east corner of the site through to QinetiQ's Cody Park.

Rushmoor raised objection to the consultation for the same reasons as set out above to the 2007 consultation.

Permission was refused by Hart.

Appeals were lodged against 07/00764/MAJOR and 07/003197/MAJOR. In September 2009 the Secretary of State granted planning permission for both proposals concluding that the proposals were in overall accordance with the development plan although they did not accord with local plan policy for preserving the gap to which he gave some weight as a material consideration despite it being superseded by there being no Strategic Gap policy in the published South East plan. He was also satisfied with the impact on the Thames Basin Heaths Special Protection Area. He recognised that the scale of the proposed development would be considerably in excess of what existed at present and it would impact adversely on the integrity and function of the Gap and on the character and appearance of the rural area surrounding the appeal site and separating Farnborough and Fleet. However whilst acknowledging that the Inspector considers that the identified environmental harm which would result is of overriding importance, the Secretary of State gave more weight to the fact that the appeal proposals would provide up to 1500 jobs and would thus make efficient use of previously developed land on the largest site allocated for employment purposes in the local plan. The Secretary of State concluded that he disagreed with the Inspector and that the benefits which the appeal proposals would bring outweighed any potential additional impact they may have had on the integrity of the Gap and the character and appearance of the area.

In 2011 a consultation was received from Hart, 11/00730/ADJ, for approval of details of acoustic fence along A327 Minley Link pursuant to Condition 29 of detailed planning permission for storage and distribution development at Hartland Park (Ref: 07/03197/MAJOR).

It was noted that although the land on which the fence would be erected was within Rushmoor Borough Council's administrative area, it would be erected on highway land as operational highways development and therefore would not require any planning permission from this authority.

Notwithstanding this Rushmoor objected to these details for the following reason:

"It has not been satisfactorily demonstrated that the proposed fencing will provide adequate protection from sound as required by the condition."

In 2012 Rushmoor objected to a consultation from Hart in respect of an application to extend the time limit for implementing the outline planning permission 07/00764/MAJOR on the following grounds:

- "1 The proposal would result in industrial development within the countryside involving buildings that are larger in terms of scale bulk and floorspace than the existing

structures on the site, extensive car and lorry parking, intensive heavy vehicle activity and loss of existing woodland screening. It is therefore considered that the proposal would physically and visually diminish the open nature of the countryside and would thereby cause unacceptable harm to the rural character of the area and the environment surrounding Rushmoor.

- 2 It has not been adequately demonstrated that the level and type of development and increased traffic associated with the proposal would not give rise to levels of noise that would cause harm to the amenities of residents in Rushmoor.
- 3 Bearing in mind the assumptions made in the Transport Assessment about the level of traffic that would be generated by the proposal, The Council is not satisfied that it would not add to congestion on the highway network. Furthermore, the estimated number of jobs (up to 1,530) to be created by the proposal would be likely to result in the extension of the labour catchment area, thereby increasing commuting to and from a site that is outside the built up area and placing greater pressure on local roads. It is considered that the proposal could result in significant traffic generation in an unsustainable location, with adverse implications for highway safety in Rushmoor."

In September 2017 Rushmoor granted planning permission for, and raised no objection to a consultation from Hart, 17/00515/FULPP and 17/00660/ADJ respectively, for the change of use of 27.9ha of land to provide a Suitable Alternative Natural Greenspace (SANG) including: access; car parking; fencing; pathways; landscaping; earthworks; and all other ancillary and enabling works on land at Kennels Lane. The application details that the proposed SANG will be used to mitigate the increased recreational pressure arising from up to 1500 new dwellings proposed as part of the Hartland Park redevelopment. No legal agreement has been completed to date to link the proposed developments. Notwithstanding this, the terms of the application are for a SANG which could provide mitigation for any new residential development in the catchment area.

In 2017 Rushmoor received a consultation from Hart, 17/00241/ADJ, relating to a 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.

The development is divided into ten phases. The hybrid application is separated into Phase 1 (full application) and Phases 2-10 (outline planning application).

The terms of the application considered by Hart at a special meeting of its Planning Committee on 24 August 2017 were as follows:

1. Outline planning application with means of access 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 retail, commercial and community premises and a primary school (Use Classes A1 to A5, B1, D1 and D2); bin stores, car and cycle parking, open space, landscaping and ecological habitats and suitable alternative natural greenspace (SANG), site remediation, earthworks and ground modelling, drainage works including ponds for surface water attenuation, relocation of existing electricity substation, provision of utilities infrastructure, and all other ancillary and enabling works;
- 2 Full planning application for the demolition of existing buildings and structures and site clearance, the construction of 181 dwellings (Use Class C3); and roads including connection to existing roundabout at Ively Road, bin stores, car and cycle parking, open space, landscaping and ecological habitats and all other ancillary and enabling works.

Rushmoor was not consulted on subsequent amendments to the planning application.

The Hart committee resolved:

- to agree the principle of development and the scale, mass and quantum of development ie for up to 1500 new homes on the site and refer the details of Phase I to Major Sites Sub-Committee for detailed consideration;

and subject to

- (i) Hampshire County Council withdrawing its holding highway objection;
- (ii) Confirmation of the outcome of viability issues associated with the testing of affordable new home provision; and
- (iii) the securing of appropriate SANG provision

To bring the application back to Planning Committee for final decision on the above, completion of a planning obligation and any other matters that may arise (including the outcome of the Major Sites Sub-Committee meeting) that have not been previously addressed.

In September 2017 Rushmoor raised objection to the consultation from Hart on the following grounds:

- 1 Insufficient information has been submitted to demonstrate that the development will have a satisfactory impact on the highway network within Rushmoor.
- 2 Insufficient information has been provided to demonstrate the proposal will adequately mitigate the additional recreation impact arising from the new residential development on the Thames Basin Heaths Special Protection Area.

In addition the following recommendations were also made in the event that Hart were minded to grant planning permission:

- appropriate financial contributions towards health and education provision are secured with relevant triggers and review mechanisms in place;
- a Construction Environmental Management plan is secured by way of condition and that

Rushmoor is consulted on its contents;

- the impact of Farnborough Airport on the development is fully assessed.

In November 2017 the Major Sites Sub-Committee at Hart recommended to the Planning Committee that the full details of Phase I be approved subject to matters relating to trees, surfacing and materials, fencing play space, the use of permitted development rights relating to garden sheds, allocation of car parking and the use of external lighting being clarified.

In December 2017 the main application was re-considered by the Hart Planning Committee. This sought to address the outstanding matters from the August 2017 committee as set out above. The committee resolved that:

"The application is a departure from the Local Plan because Policy DEV12 of the Local Plan designates part of the site for employment use, however the site is no longer required for employment purposes. The application be referred to Full Council with a recommendation that subject to the satisfactory completion of a section 106 planning obligation (to include a review mechanism) the Head of Regulatory Services be authorised to GRANT outline planning permission for the whole permission as described in the application description and full planning permission for Phase I is as also described in the application description subject to conditions to be agreed in consultation with the Chairman and Ward Councillors."

Rushmoor has been re-consulted on the amended highway details and it is this matter which is to be considered by way of this consultation. In this regard a further package of highway mitigation measures are proposed, the following of which are most relevant to Rushmoor:

- footpath/cycleway improvements;
- a financial contribution towards public transport which will be used to subsidise the existing bus route 10 or for the provision of a shuttle bus to Farnborough and Fleet stations;
- funding for a range of measures to be delivered over the life time of the development construction phases once actual traffic flows and movements can be modelled;
- contributions towards improvements to the Windy Gap junction;
- the replacement of the roundabout at the northern entrance to the site with a signalised T junction giving priority to Summit Avenue traffic;
- alterations to the roundabouts at the northern end of Kennels Lane at the junction with Bramshot Lane to incorporate a signalised junction to improve traffic flow giving priority to Summit Avenue traffic with a view to limiting potential rat running;
- proportionate contributions towards development related traffic issues within Farnborough Town Centre as follows:

Ively Road/ Elles Road

A mitigation proposal of localised widening of the Ively Road (North), Elles Road (East) and Ively Road (South) approaches to facilitate additional lanes on the roundabout entries was put forward by the developer to alleviate the forecast congestion at this junction. These improvements forecast to reduce queuing substantially in both the AM and PM peak (by 75 vehicles in the AM peak and 45 vehicles in the PM peak on the worst affected arms)

Farnborough Rd/ Meudon Ave (Pinehurst Roundabout)

Improvements to this junction are currently being developed as part of the Farnborough Growth Package, including possible signalisation and amendments to the overall road layout. A contribution towards the future improvements at this junction is sought to provide adequate

mitigation of the additional development movements.

A325 Farnborough Road/Victoria Road (Clockhouse Roundabout)

Following the highway authority's previous comments this junction was modelled and forecast to operate over capacity in the future year. Improvements to this junction are currently being developed as part of the Farnborough Growth Package, including possible signal control of the junction. A contribution towards the future improvements at this junction is sought to provide adequate mitigation of the additional development movements.

A325 Farnborough Road/Union Street (Ham & Blackbird Roundabout)

Following the highway authority's previous comments this junction was modelled and was forecast to operate over capacity in the future year. Improvement to this junction are currently being developed as part of the Farnborough Growth Package. A contribution towards the future improvements at this junction is sought to provide adequate mitigation of the additional development movements.

For information Rushmoor has not been re-consulted in respect of the impact of the development on the Thames Basin Heaths Special Protection Area.

Consultee Responses

Transportation Strategy Officer raises no objection to the proposal.

HCC Highways Development Planning raises no objection to the proposal subject to the completion of a legal agreement and imposition of a condition.

Neighbours notified

As this is a consultation the responsibility for publicity lies with Hart District Council.

Neighbour comments

No representations have been received by Rushmoor in respect of the revised highway information.

Policy and determining issues

The site is outside Rushmoor within countryside between Fleet and Farnborough. Having regard to the previous objection, the determining issue is the effect on Rushmoor in terms of highway considerations.

Commentary

Highway considerations

As previously advised to Hart, Rushmoor was, and remains, concerned that the development could put pressure on its road network. The County Highway Authority has removed its objection to the proposal advising that:

The provision of the additional information has satisfactorily addressed the issues previously raised no objection is raised to this proposal from a highways and transportation perspective, subject to the imposition of a condition securing a construction traffic management plan and subject to the applicant entering into a Section 106 Legal Agreement to secure the following package of mitigation:

- A transport contribution of £1,898,392 towards the following:
- Capacity improvements at the Ively Road/Elles Road junction
- An improvement scheme at the Fleet Road/Aldershot Road junction
- Capacity improvement at the Pinehurst Roundabout
- Capacity Improvements at the Clockhouse Roundabout
- Capacity Improvements at the Ham and Blackbird Roundabout
- The following off site highway works to be delivered via a S278 legal agreement:
- Bramshot Lane/ Summit Avenue junction reconfiguration as shown in principle on drawing 162176/A/44. In this regard it is noted that an improvement scheme has been agreed as shown on the aforementioned drawing that is considered to provide sufficient capacity improvements. All arms of the improvement scheme are shown to operate under theoretical capacity in the 2033 future year scenario with the highest Degree of Saturation of 78 and 78.3 found on the Kennels Lane arm in the AM and PM peaks respectively. Under 0.90 is considered to operate within capacity. The principle of these works has been agreed with Hampshire County Council and will need to be delivered through a S278 agreement.
- Widening the western approach arm of the A327 signalised junction known as Minley Link.
- Provision of a continuous footway/ cycleway link from the site's southern access to Fleet.
- Submission and implementation of a full Travel Plan, payment of the Travel Plan approval and monitoring fees, and provision of a surety mechanism to ensure implementation of the Travel Plan.
- Level of Bus Service which may include subsidising the existing number 10 route or the provision of a bus to Farnborough and Fleet stations

Whilst the proposed amendments and measures are generally welcome and having regard to the views of Hampshire County Council as highway authority, there remains a concern that given the size of the development the measures proposed would not be sufficient to ensure that the vehicle movements associated with the development would not have an adverse impact on the local highway network within Rushmoor and as such an objection is maintained in this regard.

Nature conservation

As Rushmoor has not been consulted on any further measures proposed by the applicant in relation to the impact of the development on the Thames Basin Heaths Special Protection Area (SPA), it is recommended that the previously made objection is maintained in this regard.

FULL RECOMMENDATION

It is recommended that **OBJECTION** is raised to the proposal as submitted on the basis of transportation impact and inadequate provision of SANG for the reasons set out below.

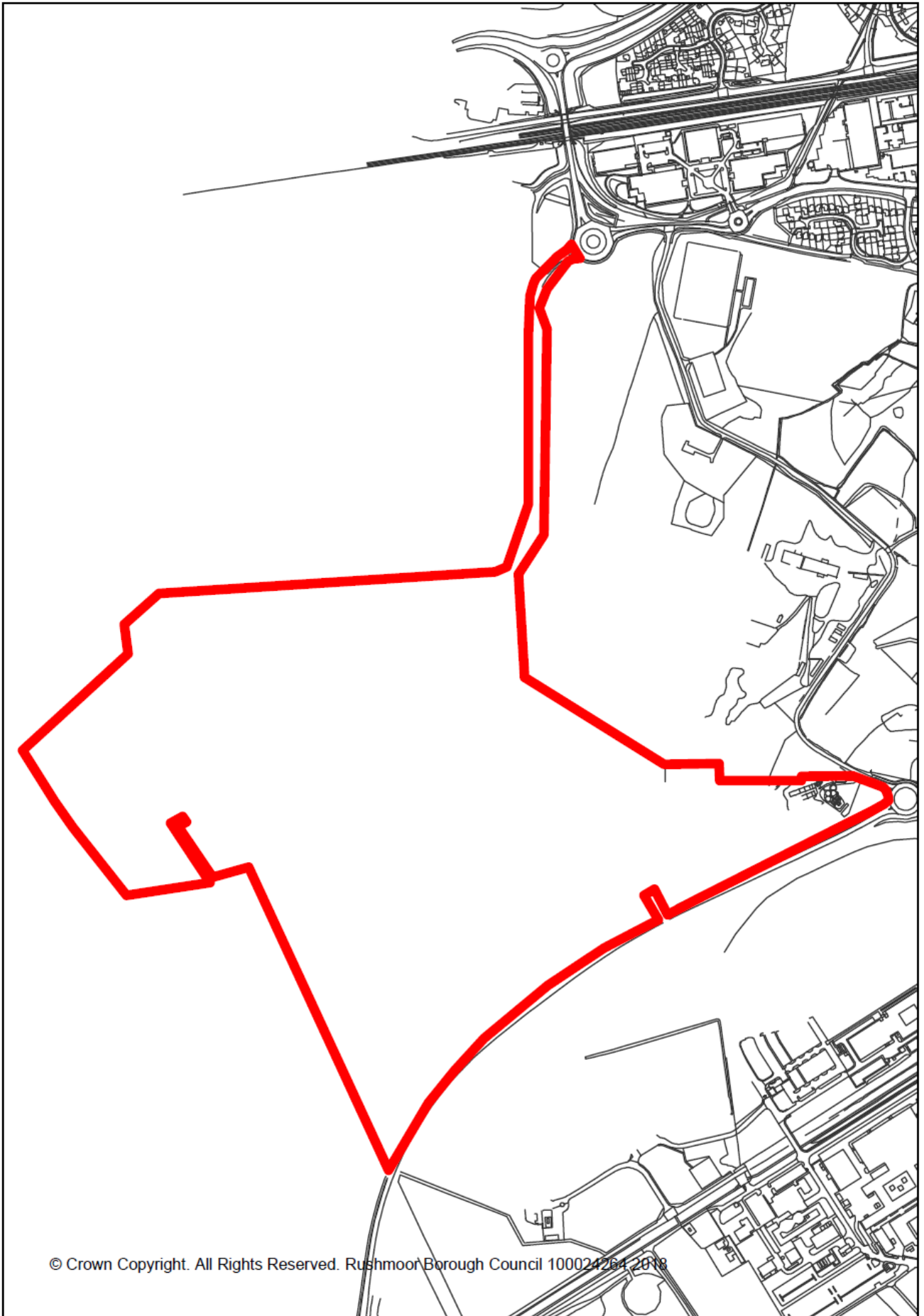
- 1 Insufficient information has been submitted to demonstrate that the development will

have a satisfactory impact on the highway network within Rushmoor.

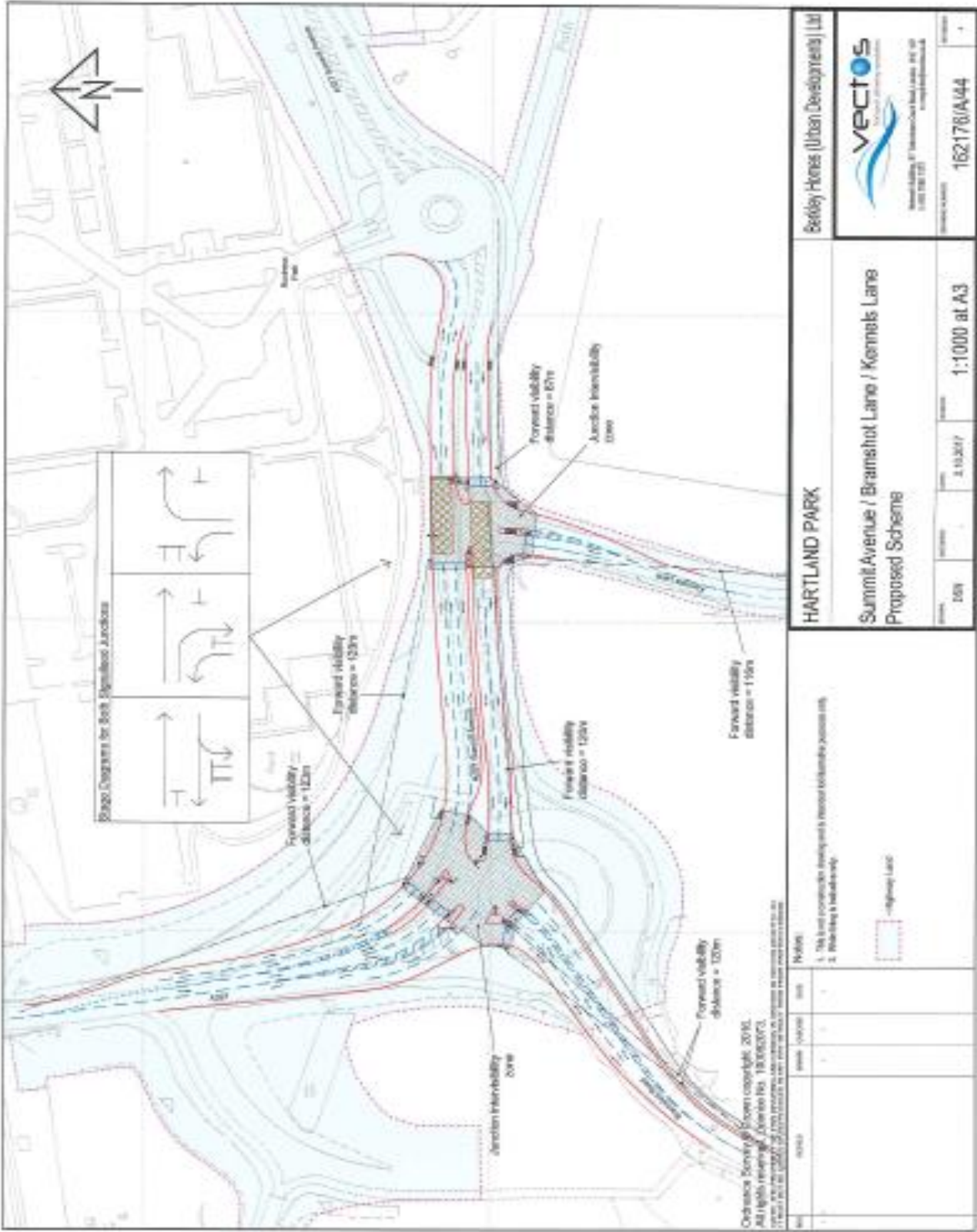
- 2 Insufficient information has been provided to demonstrate the proposal will adequately mitigate the additional recreation impact arising from the new residential development on the Thames Basin Heaths Special Protection Area.

Informative

- 1 **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.



© Crown Copyright. All Rights Reserved. Rushmoor Borough Council 100024264 2018



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	Chris Jones
Application No.	17/01011/ADVPP
Date Valid	13th December 2017
Expiry date of consultations	10th January 2018
Proposal	Erection of a board for the display of Community Notices
Address	Land At The Junction Of Belle Vue Road Connaught Road And Holly Road Aldershot Hampshire
Ward	North Town
Applicant	Rushmoor Borough Council
Agent	
Recommendation	GRANT

Description

The application site is a triangular area of grassed verge situated at the junction of Belle Vue Road, Connaught Road and Holly Road and to the front of 59-69 Holly Road. The site contains a street tree, a number of items of street furniture and a redundant BT telephone call box, which is due to be removed within the next two years as part of a national programme of removal of such boxes.

The proposal is to erect a community notice board on the land, upon which notices of interest to the local residents can be displayed. The main display board would be approximately 1m in width and 0.8m in height and would be supported on two poles. It would have lockable glazed front panel behind which the notices would be displayed. This would be surmounted by a printed section, with a curved top with the Council's name and crest printed in white on a blue background.

Consultee Responses

Transportation Strategy Officer No Objection.

Neighbours notified

In addition to posting a site notice, 15 individual letters of notification were sent to properties in Holly Road.

Neighbour comments

No comments have been received.

Policy and determining issues

The site is located within the built-up area as defined in the Rushmoor Core Strategy and saved Policy ENV38 of the Rushmoor Local Plan Review is relevant.

The main determining issues are considered to be the impact on visual amenity and highway safety.

Commentary

The proposed board is similar to those provided elsewhere by the Council. It would be positioned adjacent to the pavement and it is considered that its size and appearance would be such that there would be little impact upon visual amenity or the character of the area. The street tree on the land would not be affected.

The board would be well separated from the front facing windows of the adjoining flats and so is unlikely to have any significant impact upon outlook and amenity of the closest residents.

The board would be positioned so that it would not obstruct sightlines from any of the nearby road junctions and it is unlikely to be distracting to motorists. It is therefore considered that the proposal would not adversely affect highway safety.

It is concluded that the proposal would not adversely affect visual amenity, residential amenity or highway safety and that it accords with saved Policy ENV38 of the Rushmoor Local Plan Review.

FULL RECOMMENDATION

It is recommended that permission be **GRANTED** subject to the following conditions:

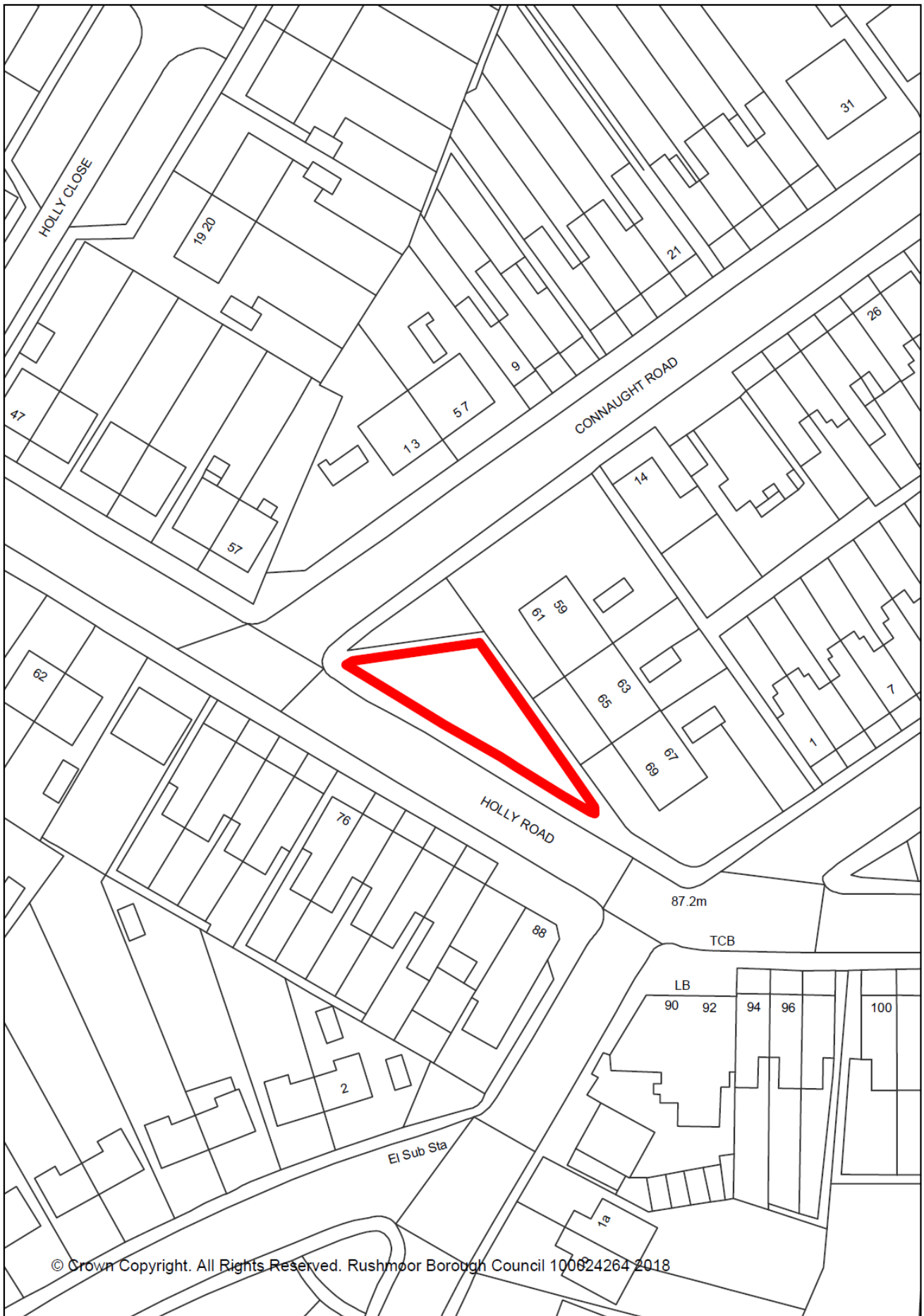
1. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.
2. No advertisement shall be sited or displayed so as to—
 - (a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
 - (b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
 - (c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.
3. Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

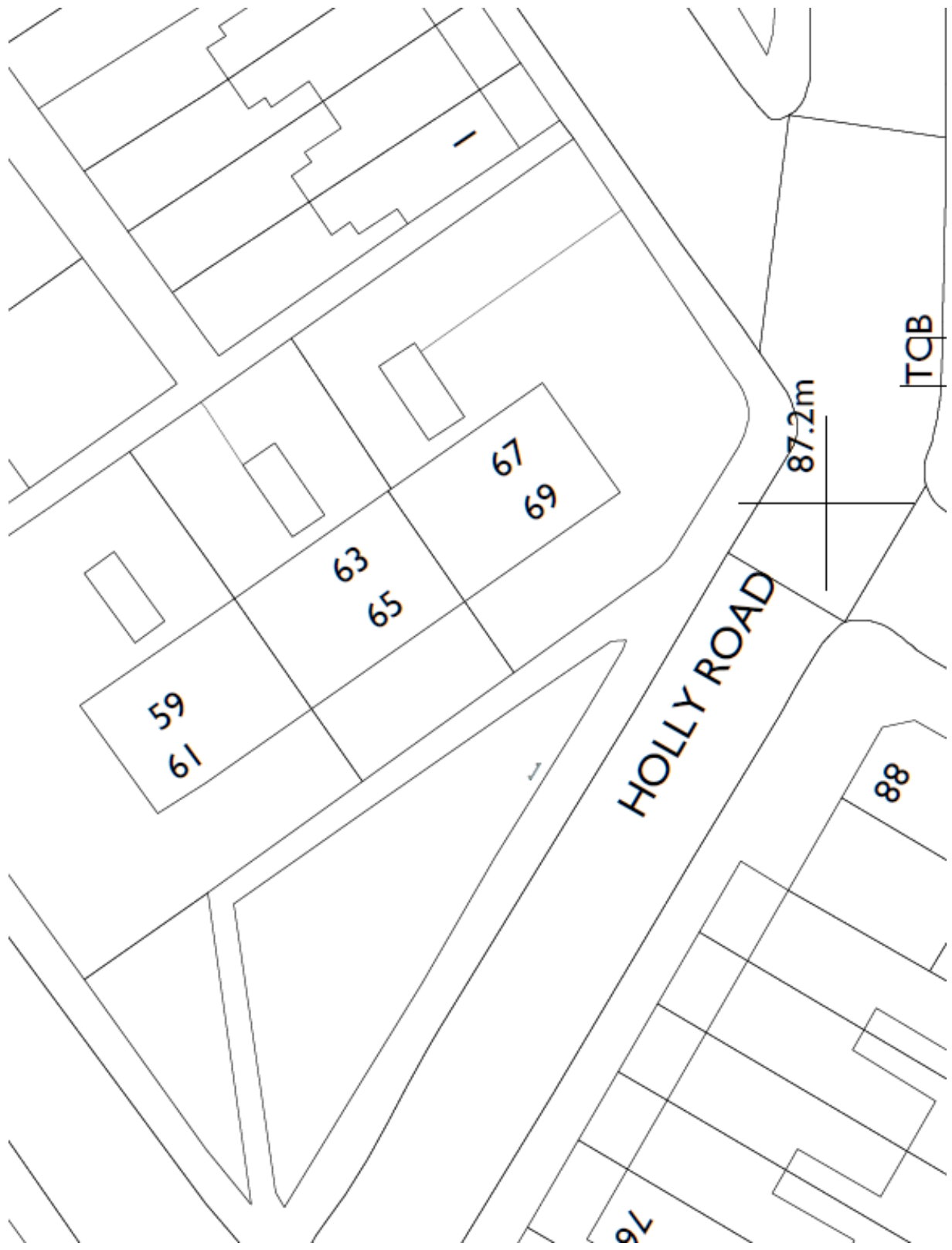
4. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.
5. Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity
6. The signage hereby permitted shall be carried out in accordance with the following approved drawings –HRNB-001, HRNB_002 and HRNB_3.

Reason - To ensure the signage is displayed in accordance with the permission granted

Informatives

- 1 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.
- 2 INFORMATIVE - REASONS FOR APPROVAL- The Council has Express Advertisement Consent because it is concluded that the proposal would not adversely affect visual amenity, residential amenity or highway safety and that it accords with saved Policy ENV38 of the Rushmoor Local Plan Review. 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.



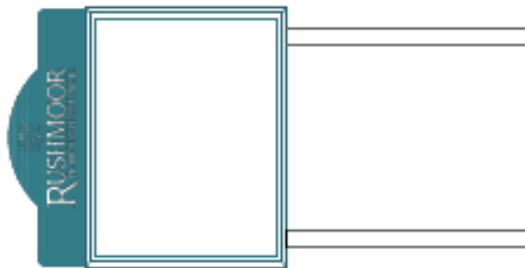




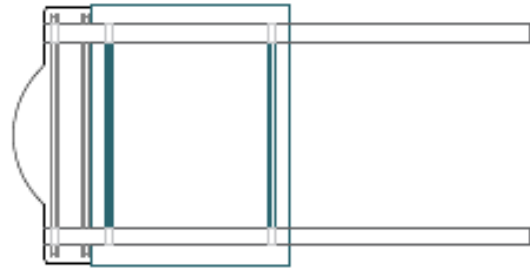
Right Side Elevation



Left Side Elevation



Front Elevation



Back Elevation

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 and published in accordance with the requirements of Regulation 8 of the openness of Local Government Bodies Regulations 2014.

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	17/00289/CONDPP	Ward: Manor Park
Applicant:	Mr W James	
Decision:	No Objection	
Decision Date:	19 January 2018	
Proposal:	Submission of details to comply with conditions 4 (arboricultural method statement), 5 (external materials) and 6 (SUDS) attached to planning permission 16/00097/FUL dated 31 March 2016 in respect of the erection of detached early years classroom building with toilets and group rooms at St Josephs Roman Catholic Primary School	
Address	St Josephs Roman Catholic Primary School Bridge Road Aldershot Hampshire GU11 3DD	

Application No	17/00625/FUL	Ward: St Mark's
Applicant:	Mr John Hansford	
Decision:	Permission Granted	
Decision Date:	10 January 2018	
Proposal:	Change of use of ground floor premises (sui generis) to one-bedroom residential flat (Use Class C3), with installation of domestic door and windows in ground floor front elevation to replace existing shopfront, erection of porch/cycle storage extension adjacent to rear door and conversion of existing external wc to bin store	
Address	4 Peabody Road Farnborough Hampshire GU14 6EY	

Application No 17/00671/COND Ward: Wellington

Applicant: Grainger (Aldershot) Ltd And Secretary Of

Decision: **Permission Granted**

Decision Date: 22 December 2017

Proposal: Submission of details pursuant to condition 3 (materials) of reserved matters 16/00133/REMPP dated 7th March 2017.

Address **Zone E - Gunhill Aldershot Urban Extension Alisons Road Aldershot Hampshire**

Application No 17/00673/COND Ward: Wellington

Applicant: Grainger (Aldershot) Ltd And Secretary Of

Decision: **Permission Granted**

Decision Date: 06 December 2017

Proposal: Submission of details in respect of Gunhill Zone E, part pursuant to condition 13 (surface water drainage) of hybrid outline planning permission 12/00958/OUT dated 10th March 2014.

Address **Zone E - Gunhill Aldershot Urban Extension Alisons Road Aldershot Hampshire**

Application No 17/00725/COND Ward: Manor Park

Applicant: GROUP PROPERTIES LTD

Decision: **Conditions details approved**

Decision Date: 30 November 2017

Proposal: Submission of details pursuant to Conditions 3 (external materials), 4 (surfacing materials), 5 (boundary walls) 6 (energy report) 7 (SUDS report) and 8 (cycle storage) of planning permission 16/00968/FULPP, dated 17.3.17 for erection of a block of three two-bedroom houses at rear of site, fronting Cavendish Road and with parking to rear and vehicular access from The Grove

Address **Hockliffe House 14 The Grove Aldershot Hampshire**

Application No 17/00751/COU Ward: Manor Park
Applicant: RGSPiA
Decision: **Permission Granted**
Decision Date: 05 December 2017
Proposal: Class O Permitted Development conversion of vacant office space to create two 2-bedroom residential flats within part of first-floor of premises
Address **103 - 109 Victoria Road Aldershot Hampshire**

Application No 17/00762/FULPP Ward: St Mark's
Applicant: Mr Andrew Lundie
Decision: **Permission Granted**
Decision Date: 07 December 2017
Proposal: Replacement windows
Address **57 Alexandra Road Farnborough Hampshire GU14 6BS**

Application No 17/00763/FULPP Ward: St Mark's
Applicant: The Surrey Design Partnership Limited
Decision: **Permission Granted**
Decision Date: 15 December 2017
Proposal: Demolition or rear store, retention of retail at part of ground floor, external alterations and conversion of remaining part of ground floor and first floor to one two- bedroom maisonette and two one-bedroom flats and erection of building at rear with three one-bedroom houses
Address **42 - 44 Camp Road Farnborough Hampshire GU14 6EP**

Application No 17/00780/FULPP Ward: St Mark's
Applicant: Mr Philip West
Decision: **Permission Granted**
Decision Date: 27 November 2017
Proposal: Demolition of single storey rear extension and erection of a single storey side and rear extension
Address **8 Winchester Street Farnborough Hampshire GU14 6AW**

Application No 17/00800/FULPP Ward: Empress
Applicant: Mrs Tompkins
Decision: **Permission Granted**
Decision Date: 09 January 2018
Proposal: Erection of a single story rear extension and hip to gable roof extension to facilitate a loft conversion
Address **16 Elm Grove Road Farnborough Hampshire GU14 7RB**

Application No 17/00815/CONDPP Ward: Manor Park
Applicant: Mr Mohammed Farooq & Jan Mohammed
Decision: **Conditions details approved**
Decision Date: 04 December 2017
Proposal: Submission of details for approval pursuant to conditions 3 (external materials), 4 (surfacing materials), 5 (Sustainable Urban Drainage System), 7 (ground and floor levels), 8(visibility splays), 9 (construction management plan), 11 ((walls and fences) and 14 (parking allocation) of planning permission 17/00447/FULPP for 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
Address **264 High Street Aldershot Hampshire GU12 4LP**

Application No 17/00824/FULPP Ward: Wellington
Applicant: Carlo Tommasino Stocchetti & Anthony O
Decision: **Permission Granted**
Decision Date: 20 December 2017
Proposal: Erection of ground floor, first floor and second floor rear extensions and rear facing dormer and conversion of existing office space and reconfiguration of existing flat to provide 5 additional flats and one reconfigured flat
Address **73 - 77 High Street Aldershot Hampshire**

Application No 17/00831/FULPP Ward: Manor Park

Applicant: Mr Andy Rigg

Decision: **Permission Granted**

Decision Date: 12 December 2017

Proposal: Installation of sliding electric gate to existing driveway

Address **26 Northbrook Road Aldershot Hampshire GU11 3HE**

Application No 17/00833/TPOPP Ward: Knellwood

Applicant: Mr Malcolm Manners

Decision: **Permission Granted**

Decision Date: 11 December 2017

Proposal: Oak tree in front garden (T14 of TPO 433) reduce canopy to house aspect by no more than 3 metres, crown thin by no more than 20% and remove deadwood

Address **37 Church Avenue Farnborough Hampshire GU14 7AT**

Application No 17/00835/TPOPP Ward: Knellwood

Applicant: Mr Ric Busa

Decision: **Permission Granted**

Decision Date: 28 November 2017

Proposal: One Dougal Fir (T1 of TPO 351) wind exposed limb to south over road reduce end weight from southern limb by limb reduction of no more than 2 metres. One Oak (T4 of TPO 351) crown lift to no more than 5 metres to South and West, reduce radial crown spread to north, south and west by no more than 3 metres. One Scots Pine (T5 of TPO 351) limb buckling over road, remove southern limb over road at 7 metres. One Horse Chestnut (T6 of TPO 351) reduce western radial spread by no more than 2 metres and crown lift to no more than 3 metres. Clear the crown from light to give at least 0.5m clearance. One Horse Chestnut (T7 of TPO 351) encroaching on adjacent property, reduce northern crown to give no more than 3 metres clearance from property. One Hornbeam (part of group G2 of TPO 351) Eastern most tree in G2, immediately to west of T10 of TPO 351, wind exposed limb over carpark, reduce radial spread of southern crown by no more than 3 metres

Address **Cooper Court Salisbury Road Farnborough Hampshire GU14 7AZ**

Application No 17/00837/REVPP Ward: St Mark's

Applicant: ADS Group Limited

Decision: **Permission Granted**

Decision Date: 22 December 2017

Proposal: Variation of condition 2 attached to planning permission 07/00015/FUL dated 1st March 2007, for the Erection of exhibition building (4200 sqm), to enable the continued use of the building for Christmas party events (falling within Use Class D2 banqueting/function hall) on up to 18 dates annually between the last weekend of November and the second weekend of January in the following year

Address **FIVE Building Farnborough Airport Farnborough Road Farnborough Hampshire**

Application No 17/00846/FULPP Ward: Empress

Applicant: Buffalo Securities Limited

Decision: **Permission Granted**

Decision Date: 15 December 2017

Proposal: Extension and conversion of existing building to create 6 flats (comprising 5 X 1-bedroom and 1 X 2-bedroom units) on the upper floors, together with ground floor refuse and cycle stores; demolition of garage and provision of on-site parking

Address **1 Clockhouse Road Farnborough Hampshire GU14 7QY**

Application No 17/00847/TPOPP Ward: Knellwood

Applicant: Mr Richard Cobbold

Decision: **Split decision**

Decision Date: 19 December 2017

Proposal: Four Oaks (all part of TPO 397) T25 and T34 fell. T35 crown reduction of no more than 2.5 metres. T26 remove lowest limb. Removal of no more than 3.5 metres of the southern part of the crown and the top of the tree

Address **4 Penns Wood Farnborough Hampshire GU14 6RB**

Application No 17/00850/TPO Ward: Knellwood
Applicant: Mr Christopher Wai
Decision: **Permission Granted**
Decision Date: 29 November 2017
Proposal: One London Plane (T41 of TPO 431A) reduce lateral spread by no more than 4 metres and height by no more than 2 metres
Address **3 Wymering Court Farnborough Hampshire GU14 7DH**

Application No 17/00861/FULPP Ward: Knellwood
Applicant: Mr & Mrs M Beves
Decision: **Permission Refused**
Decision Date: 08 December 2017
Proposal: Erection of a single storey front and side extension with associated decking to the rear and erection of a covered bin storage area to front of property
Address **49 Canterbury Road Farnborough Hampshire GU14 6QP**

Application No 17/00862/COND Ward: Aldershot Park
Applicant: Mr S Ahmed
Decision: **Conditions details approved**
Decision Date: 09 January 2018
Proposal: Submission of details pursuant to condition 3 (refuse bin storage and front boundary treatment) of planning permission 15/00895/FULPP for demolition of existing store, external alterations and conversion of ground floor shop to one bedroom flat with existing first-floor flat to be retained
Address **131 Ash Road Aldershot Hampshire GU12 4DB**

Application No 17/00863/CONDPP Ward: St Mark's

Applicant: Hale Architecture Limited

Decision: **Conditions details approved**

Decision Date: 06 December 2017

Proposal: Submission of details to comply with conditions 2 (external materials), 3 (surfacing materials), 4 (landscaping), 8 (cycle parking) and 9 (lighting strategy) attached to planning permission 17/00029/FULPP dated 19 April 2017 for the erection of a part three storey, part second floor front extension, a three storey side extension and enclosure/reroof of existing atrium at Warwick House (to be known As Old Warwick House) 1 Aerospace Boulevard Farnborough Hampshire

Address **Warwick House 1 Aerospace Boulevard Farnborough Hampshire GU14 6XW**

Application No 17/00864/CONDPP Ward: St Mark's

Applicant: Hale Architecture

Decision: **Conditions details approved**

Decision Date: 06 December 2017

Proposal: Submission of details to comply with conditions 2 (external materials), 3 (surfacing materials), 4 (landscaping), 8 (cycle parking) and 9 (lighting strategy) attached to planning permission 17/00028/FULPP dated 15 March 2017 for the erection of part three storey, part second floor front extensions, two second floor rear extensions, a single storey rear extension and installation of glazing to rear elevation

Address **York House Lakeside Road Farnborough Hampshire GU14 6XP**

Application No 17/00865/FULPP Ward: Cherrywood

Applicant: Mr Yam Roka

Decision: **Permission Granted**

Decision Date: 07 December 2017

Proposal: Erection of a single storey front and rear extensions

Address **10 Prince Charles Crescent Farnborough Hampshire GU14 8DQ**

Application No 17/00868/TPO Ward: St John's
Applicant: Mr Dean
Decision: **Permission Granted**
Decision Date: 05 December 2017
Proposal: One Eucalyptus tree (T6 of TPO 294) reduce crown by no more than 5 metres to leave a height of 14 metres and spread of 10 metres
Address **14 Fleet Road Farnborough Hampshire GU14 9RA**

Application No 17/00870/FULPP Ward: North Town
Applicant: Messrs John & Joseph Raison
Decision: **Permission Granted**
Decision Date: 19 December 2017
Proposal: Alterations to roof and elevations and change of use from former ancillary shop to two-bedroom dwelling
Address **Gold Valley Lakes Government Road Aldershot Hampshire**

Application No 17/00872/FULPP Ward: St Mark's
Applicant: Greenchester Homes
Decision: **Permission Refused**
Decision Date: 13 December 2017
Proposal: Additional external alterations to building elevations over those approved with planning permission 17/00020/FULPP dated 8 March 2017 including additional windows, blocking-up of existing windows, removal of canopies and replacement of all existing windows with new matching style windows within existing openings; to facilitate residential conversion of building approved by planning permission 17/00021/FULPP dated 10 April 2017
Address **Alexandra House 1 Queens Road Farnborough Hampshire GU14 6DJ**

Application No 17/00877/FULPP Ward: Manor Park
Applicant: Virgin Media Ltd
Decision: **Permission Granted**
Decision Date: 18 December 2017
Proposal: Installation of new air conditioning plant to serve digital media equipment
Address **2 Wyndham Street Aldershot Hampshire GU12 4NZ**

Application No 17/00878/FULPP Ward: Wellington
Applicant: Smart parking Limited
Decision: **Permission Granted**
Decision Date: 19 December 2017
Proposal: Retention of two automatic number plate recognition (ANPR) cameras mounted on a single pole.
Address **Smith Dorrien House Queens Avenue Aldershot Hampshire GU11 2BT**

Application No 17/00879/ADVPP Ward: Wellington
Applicant: Smart parking Limited
Decision: **Permission Granted**
Decision Date: 19 December 2017
Proposal: Retention of 15 non-illuminated pole mounted text signs (car park signage)
Address **Smith Dorrien House Queens Avenue Aldershot Hampshire GU11 2BT**

Application No 17/00885/FUL Ward: Empress
Applicant: Mr T Cripps
Decision: **Permission Granted**
Decision Date: 01 December 2017
Proposal: Alterations to roof to form hip to gable and formation of two dormers within rear roof elevation to form room in roof and two roof lights within front facing elevation
Address **Sherwood 60 Chingford Avenue Farnborough Hampshire GU14 8AD**

Application No 17/00888/ADVPP Ward: Cove And Southwood

Applicant: NW UK (Pure Offices) Limited

Decision: **Permission Granted**

Decision Date: 01 December 2017

Proposal: Display of non-illuminated advertisement signage comprising two fascia signs (one on front and one on rear elevations of building) (Signs 3 & 5), board sign in existing brick monument (Sign 1), two free-standing post-mounted 2.6 metre high board signs adjoining west boundary (Signs 2), building entrance canopy fascia sign (Sign 4), two parking entrance signs fixed to existing posts at north vehicular access (Signs 6) and building-mounted board sign on north-west corner of building (Sign 7)

Address **Voyager House 2 Apollo Rise Farnborough Hampshire GU14 0NP**

Application No 17/00892/TPOPP Ward: St Mark's

Applicant: Mrs Rowson

Decision: **Permission Granted**

Decision Date: 27 December 2017

Proposal: Three Oaks all part of TPO 366 (T1) remove epicormic growth. (T3) remove epicormic growth and remove two lowest secondary branches on south side of tree. (T4) remove epicormic growth

Address **Pegasus Court Rivers Close Farnborough Hampshire GU14 6LZ**

Application No 17/00894/FUL Ward: Manor Park

Applicant: Mr Abhisood

Decision: **Permission Granted**

Decision Date: 12 December 2017

Proposal: Retention of brick-built front boundary wall with piers

Address **153 Church Lane East Aldershot Hampshire GU11 3ST**

Application No 17/00895/TPO Ward: Empress
Applicant: Mr Andrew Case
Decision: **Permission Granted**
Decision Date: 18 December 2017
Proposal: One Sweet Chestnut (T2 of TPO 443A) reduce crown spread by no more than 2 metres and shorten upper canopy by no more than 1.5 metres. Crown lift to no more than 5.5 metres from ground level
Address **36 Empress Avenue Farnborough Hampshire GU14 8LX**

Application No 17/00896/TPOPP Ward: Manor Park
Applicant: Miss Thatcher
Decision: **Permission Granted**
Decision Date: 19 December 2017
Proposal: One Oak (T11 of TPO 288A) and two Limes (T7 and T8 of TPO 288A) cut back to give no more than 4 metres clearance from building
Address **Curlew Court Boxalls Lane Aldershot Hampshire GU11 3FJ**

Application No 17/00897/FULPP Ward: St John's
Applicant: Mr Daniel Leavesley
Decision: **Permission Granted**
Decision Date: 19 December 2017
Proposal: Installation of replacement windows and replacement fire escape door
Address **St Johns Court St Johns Road Farnborough Hampshire GU14 9RW**

Application No 17/00898/TPO Ward: Fernhill
Applicant: Mr John Locke
Decision: **Permission Granted**
Decision Date: 19 December 2017
Proposal: One Beech (T17 of TPO 357A) reduce overhang back to previous points
Address **10 Blackstone Close Farnborough Hampshire GU14 9JW**

Application No 17/00899/TPO Ward: Knellwood
Applicant: Mr John James
Decision: **Permission Granted**
Decision Date: 18 December 2017
Proposal: Crown thin two Beech trees (group G2 of TPO 432A) by no more than 40%
Address **61 Avenue Road Farnborough Hampshire GU14 7BH**

Application No 17/00900/PDCPP Ward: Knellwood
Applicant: Mr N. MASON
Decision: **Development is Lawful**
Decision Date: 29 November 2017
Proposal: Erection of a single storey rear extension
Address **70 Manor Road Farnborough Hampshire GU14 7HL**

Application No 17/00903/FULPP Ward: St John's
Applicant: Ms Katerina Carpenter
Decision: **Permission Granted**
Decision Date: 15 December 2017
Proposal: Erection of a single storey side and rear extension
Address **52 Broomhill Road Farnborough Hampshire GU14 9PU**

Application No 17/00904/FULPP Ward: North Town
Applicant: Mr & Mrs West
Decision: **Permission Granted**
Decision Date: 11 December 2017
Proposal: Erection of a single storey side and rear extension
Address **13 Woodland Walk Aldershot Hampshire GU12 4FE**

Application No 17/00905/NMA Ward: Empress

Applicant: HEREF Farnborough Limited

Decision: **Permission Granted**

Decision Date: 27 November 2017

Proposal: Non material amendment to planning permission 17/00348/FULPP dated 14 September 2017 to allow the back of house lighting to be increased from 20 lux average to 50 lux average in line with the rest of the site

Address **Farnborough Business Park Templar Avenue Farnborough Hampshire**

Application No 17/00907/CONDPP Ward: Manor Park

Applicant: Mr Mohammed Farooq & Jan Mohammed

Decision: **Conditions details approved**

Decision Date: 22 December 2017

Proposal: Submission of details pursuant to Condition 6 (Energy Efficiency) of planning permission 17/00447/FULPP dated 25/8/2017 in respect of change of Use of The Beehive Public House to 8 flats and erection of new build at rear to create 2 x 1-bed units and 1 x 2-bed house

Address **264 High Street Aldershot Hampshire GU12 4LP**

Application No 17/00908/FULPP Ward: Aldershot Park

Applicant: Mr Adonis Amano

Decision: **Permission Granted**

Decision Date: 29 November 2017

Proposal: Erection of a single storey rear extension

Address **17 Pool Road Aldershot Hampshire GU11 3SN**

Application No 17/00910/FULPP Ward: Knellwood

Applicant: Mr S Bateman

Decision: **Permission Granted**

Decision Date: 05 December 2017

Proposal: Erection of a single storey rear extension

Address **66 Fellows Road Farnborough Hampshire GU14 6NX**

Application No 17/00913/REVPP Ward: St Mark's

Applicant: Thameswey Development Ltd

Decision: **Permission Refused**

Decision Date: 22 December 2017

Proposal: MINOR MATERIAL AMENDMENT: Alterations and additions to development scheme approved with planning permission 11/00232/FULPP dated 5 July 2011 as amended by non-material amendment 11/00806/NMA dated 30 January 2012 comprising erection of new element of building at fourth-floor level to rear containing 4 additional flats (2 X 1-bedroom 2-person and 2 X 2-bedroom 3-person units) with balconies; together with reconfiguration of ground floor car parking layout, bin and cycle storage and consequential reduction in floorspace of approved retail unit and alterations to ground floor street frontage of building to provide louvred metal ventilation grilles for car park and sub-station

Address **Proposed Development At 10 - 12 Camp Road Farnborough Hampshire**

Application No 17/00916/NMAPP Ward: Wellington

Applicant: Mr Sam Sandhu

Decision: **Permission Granted**

Decision Date: 29 November 2017

Proposal: Non material amendment to planning permission 17/00069/FULPP dated 3 May 2017 to allow window alterations to the side facing windows, shop front alterations, amendments to the rear external staircase, internal alterations to the rear flat configuration, alterations of the rear of the ground floor flat layout and amendments to first floor windows

Address **36 Union Street Aldershot Hampshire GU11 1EW**

Application No 17/00917/TPOPP Ward: Empress

Applicant: Mr Trevor Hatt

Decision: **Permission Granted**

Decision Date: 27 December 2017

Proposal: One Oak (T19 of TPO 368) reduce crown height by no more than 4 metres, reduce lateral spread by no more than 4 metres to balance and shape, crown raise to no more than 8 metres from ground level and remove any dead or diseased branches

Address **23 Pierrefondes Avenue Farnborough Hampshire GU14 8PA**

Application No 17/00918/FULPP Ward: Fernhill

Applicant: Mr Kami

Decision: **Permission Granted**

Decision Date: 05 December 2017

Proposal: Retention of single storey side and rear extension

Address **41 Field Road Farnborough Hampshire GU14 9DJ**

Application No 17/00919/FULPP Ward: North Town

Applicant: Mr & Mrs Choat

Decision: **Permission Granted**

Decision Date: 13 December 2017

Proposal: Erection of a two storey rear extension and porch to front

Address **42 Roberts Road Aldershot Hampshire GU12 4RD**

Application No 17/00921/FULPP Ward: West Heath

Applicant: Mr & Mrs Trevor Harding

Decision: **Permission Granted**

Decision Date: 12 January 2018

Proposal: Erection of a two storey side and single storey rear extension to provide an extension to the existing property and an additional 2 bedroom house

Address **Land Adjacent To 61 Cheyne Way Farnborough Hampshire**

Application No 17/00922/FULPP Ward: Manor Park

Applicant: Mr John Hayes

Decision: **Permission Granted**

Decision Date: 01 December 2017

Proposal: Erection of a two storey rear extension, single storey side extension incorporating pitched roof over garage, removal of lean to perspex roof and replace with a flat roof

Address **154 Church Lane East Aldershot Hampshire GU11 3SS**

Application No 17/00923/TPOPP Ward: Knellwood

Applicant: Mr Jerry Neudegg

Decision: **Permission Granted**

Decision Date: 27 December 2017

Proposal: Silver Birch (T59 of TPO 435A) fell to ground level. Sweet Chestnut (T60 of TPO 435A) lift lower canopy to no more than 8 metres from ground level

Address **Fermoy 11 Pirbright Road Farnborough Hampshire GU14 7AB**

Application No 17/00925/TPOPP Ward: Knellwood

Applicant: Mrs Pina Harvey

Decision: **Permission Granted**

Decision Date: 27 December 2017

Proposal: One Acer Sycamore (T19 of TPO 446A) reduce lateral spread of canopy by no more than 4 metres, leaving canopy spread no less than 3 metres to suitable laterals. Five Sycamores (group G3 of TPO 446A) reduce branches back by no more than 5 metres clearance away from BT telephone cables. Three Yews (group G2 of TPO 446A) reduce branches overhanging drive back by no more than 3 metres. One Oak (T18 of TPO 446A) reduce lateral spread of canopy by no more than 4 metres, leaving canopy spread no less than 3 metres to suitable laterals

Address **Land Affected By TPO 446A - Between Douai Close And Priory Street And To The North Of Rectory Road Farnborough Hampshire**

Application No 17/00928/ADVPP Ward: Empress

Applicant: Oak Furnitureland

Decision: **Permission Granted**

Decision Date: 05 December 2017

Proposal: Continued display of two internally illuminated fascia signs (one on the front elevation and one on the rear elevation)

Address **Unit 3 Horizon Retail Park Solartron Road Farnborough Hampshire GU14 7GY**

Application No 17/00929/FULPP Ward: Manor Park
Applicant: Mr & Mrs S Eagar
Decision: **Permission Granted**
Decision Date: 05 December 2017
Proposal: Erection of a single storey side and rear extension and formation of new roof on existing side extension
Address **40 Upper St Michaels Road Aldershot Hampshire GU11 3HA**

Application No 17/00930/ADVPP Ward: Empress
Applicant: Steinhoff UK
Decision: **Permission Granted**
Decision Date: 05 December 2017
Proposal: Display one internally illuminated fascia sign and two internally illuminated vertical signs on front elevation and an internally illuminated sign on rear elevation
Address **Unit 4 Horizon Retail Park Solartron Road Farnborough Hampshire GU14 7GY**

Application No 17/00931/FULPP Ward: West Heath
Applicant: Mr C Jeyam
Decision: **Permission Granted**
Decision Date: 11 January 2018
Proposal: Erection of detached three-bedroomed house following demolition of existing
Address **77 Fernhill Road Farnborough Hampshire GU14 9SA**

Application No 17/00932/FUL Ward: St Mark's
Applicant: Mr A Foster
Decision: **Permission Granted**
Decision Date: 01 December 2017
Proposal: Retention of outbuilding in rear garden
Address **88 Peabody Road Farnborough Hampshire GU14 6DY**

Application No 17/00933/TPOPP

Ward: West Heath

Applicant: Mary Fittell

Decision: **Permission Granted**

Decision Date: 10 January 2018

Proposal: One Hornbeam o/s no.40 (T3 of TPO 359) remove epicormic growth from trunk to a height of 5 metres remove basal growth. Reduce height of Holly around base of tree to 1.8 metres from ground level, trim to tidy appearance. One Oak (T2 of TPO 359) reduce length of lowest bough growing over rear boundary by no more than 3 metres. Reduce lateral spread over the car parking by no more than 2 metres pruning back to strong growth points. One Oak o/s no. 29-32 (T18 of TPO 359) reduce lateral spread toward the building to give a clearance of no more than 3 metres from building. Thin crown by pruning out significant deadwood and removing no more than 30% of the epicormic growth from crown and remove the ivy from the trunk. One Hornbeam o/s no.25 (T17 of TPO 359) crown lift to give a ground clearance of no more than 5 metres. Reduce lateral spread toward building by no more than 3 metres to previous reduction points or slightly harder where suitable growth points are available and remove ivy and basal growth. One Lime o/s no.25 (T16 of TPO 359) prune as per T17. One Sycamore o/s no.21 (T21 of TPO 359) crown lift to give a ground clearance of no more than 5 metres. Reduce lateral spread to clear building by no more than 2 metres and remove ivy. One Oak (T10 of TPO 359) left corner entrance to Vesey Close, reduce lowest limb over Vesey Close by no more than 3 metres. One Hornbeam (T4 of TPO 359) remove large basal sucker. Two Hornbeams (part of group G1 of TPO 359) crown lift to give no more than 6 metres ground clearance on neighbours side, reduce lateral spread by no more than 2 metres

Address

Land Affected By TPO 359 Vesey Close Farnborough Hampshire

Application No 17/00934/TPO

Ward: Knellwood

Applicant: Mr John Horsman

Decision: **Permission Granted**

Decision Date: 04 January 2018

Proposal: One Sycamore (T34 of TPO 433) reduce entire crown by no more than 2 metres overall

Address

158 Farnborough Road Farnborough Hampshire GU14 7JJ

Application No 17/00938/PDCPP Ward: St Mark's
Applicant: Mr J Ralphs
Decision: **Development is Lawful**
Decision Date: 06 December 2017
Proposal: Lawful Development Certificate: Formation of 'L' shaped dormer window to the rear to facilitate a loft conversion
Address **28 Park Road Farnborough Hampshire GU14 6LG**

Application No 17/00939/PDCPP Ward: North Town
Applicant: Mrs B Band
Decision: **Development is Lawful**
Decision Date: 06 December 2017
Proposal: Certificate of Lawfulness for proposed development: Formation of a dormer within the rear roof slope and two roof lights within front roof slope
Address **7 Woodland Walk Aldershot Hampshire GU12 4FE**

Application No 17/00940/REV Ward: Knellwood
Applicant: Mrs Louise Humphrey
Decision: **Permission Granted**
Decision Date: 11 December 2017
Proposal: Variation of condition 16 of planning permission 93/00522/FUL (Demolition of existing Sewage Works and Council Depot and erection of 253 dwellings together with associated roads, roundabout, landscaping and associated infrastructure and works) to allow conversion of garage to form a habitable room
Address **33 Collingwood Farnborough Hampshire GU14 6LX**

Application No 17/00941/FULPP Ward: Rowhill
Applicant: Mr & Mrs Senner
Decision: **Permission Granted**
Decision Date: 15 January 2018
Proposal: Erection of a two storey side and rear extension and single storey front and rear extensions
Address **5 Stovolds Way Aldershot Hampshire GU11 3LR**

Application No 17/00942/FULPP Ward: Empress
Applicant: Mr BERNIE SMITH
Decision: **Permission Granted**
Decision Date: 15 December 2017
Proposal: Erection of a two storey side extension
Address **Afton 43 Pierrefondes Avenue Farnborough Hampshire GU14 8PA**

Application No 17/00943/FULPP Ward: Manor Park
Applicant: Lloyds Banking Group
Decision: **Permission Granted**
Decision Date: 19 December 2017
Proposal: Removal of existing ATM and installation of replacement window, plinth and sill with associated works
Address **115 Victoria Road Aldershot Hampshire GU11 1JQ**

Application No 17/00944/FUL Ward: Empress
Applicant: Mrs Charlotte Newman
Decision: **Permission Granted**
Decision Date: 07 December 2017
Proposal: Retention of outbuilding in rear garden
Address **Peradeniya 35 Pierrefondes Avenue Farnborough Hampshire GU14 8PA**

Application No 17/00945/ADVPP Ward: Empress
Applicant: Dunelm
Decision: **Permission Granted**
Decision Date: 02 January 2018
Proposal: Continued display of internally-illuminated and non-illuminated signs within bottom section of existing freestanding site entrance totem sign approved with Advertisement Consent 16/00497/ADVPP dated 2 August 2016
Address **13 Invincible Road Farnborough Hampshire GU14 7QU**

Application No 17/00948/FULPP Ward: Aldershot Park

Applicant: Ms Lucie Goodman

Decision: **Permission Granted**

Decision Date: 19 December 2017

Proposal: Construction of a flight of concrete steps with small retaining walls and a handrail to one side across the public grassed area linking the highway to the footpath to enable a safe access from a disabled parking bay (marked out in highway), with access directly to property 125 Morland Road

Address **125 Morland Road Aldershot Hampshire GU11 3SG**

Application No 17/00949/MMA Ward: Fernhill

Applicant: Mr T. Parker

Decision: **Permission Granted**

Decision Date: 02 January 2018

Proposal: Minor Material Amendment to Planning Application 15/00491/FULPP dated 18th September 2015 to allow the reduction in height of the obscure glazed privacy panels on the side elevations to a minimum of 1.8 metres from balcony floor level, installation of protruding window at ground floor front elevation and increase in depth of bay window

Address **135 Chapel Lane Farnborough Hampshire GU14 9BH**

Application No 17/00950/FULPP Ward: St Mark's

Applicant: Britel Fund Trustees

Decision: **Permission Granted**

Decision Date: 20 December 2017

Proposal: Removal and reconfiguration of existing landscape area to create a linked vehicular access to existing parking areas with associated re-surfacing and re-landscaping (retrospective application)

Address **Old Zurich House 2 Gladiator Way Farnborough Hampshire GU14 6GB**

Application No 17/00952/TPO Ward: Knellwood
Applicant: Ms Bess Cartwright
Decision: **Permission Granted**
Decision Date: 10 January 2018
Proposal: Fell one Horse Chestnut (T7 of TPO 350A)
Address **29 Chalfont Drive Farnborough Hampshire GU14 6SJ**

Application No 17/00953/TPOPP Ward: Knellwood
Applicant: Mr Munday
Decision: **Split decision**
Decision Date: 19 January 2018
Proposal: Fell three Beech trees (T5,T6 and T7 on submitted plan, all trees are part of group G14 of TPO 435A)
Address **30 Pirbright Road Farnborough Hampshire GU14 7AD**

Application No 17/00954/TPO Ward: Knellwood
Applicant: Mrs Gwyneth Mary Hill
Decision: **Permission Granted**
Decision Date: 10 January 2018
Proposal: Fell one Oak (part of group G17 of TPO 439A, marked as Oak 2 on submitted plan)
Address **25 Church Road West Farnborough Hampshire GU14 6QF**

Application No 17/00955/FUL Ward: Fernhill
Applicant: Mr R Huttleston
Decision: **Permission Granted**
Decision Date: 12 December 2017
Proposal: Erection of single storey side extension
Address **21 Sandy Lane Farnborough Hampshire GU14 9EU**

Application No 17/00958/TPO Ward: Empress
Applicant: Mrs Jennifer Perrett
Decision: **Permission Refused**
Decision Date: 15 January 2018
Proposal: Remove one Horse Chestnut (part of group G44 of TPO 354A) marked as T1 on submitted plan
Address **22 St Michaels Road Farnborough Hampshire GU14 8NE**

Application No 17/00960/LBCPP Ward: Wellington
Applicant: C/o Agent
Decision: **Permission Granted**
Decision Date: 04 January 2018
Proposal: Listed Building Consent: Landscape works within the setting of the 8th Division World War One Memorial
Address **War Memorial 1914-18 Queens Avenue Aldershot Hampshire**

Application No 17/00961/LBCPP Ward: Wellington
Applicant: C/o Agent
Decision: **Permission Granted**
Decision Date: 03 January 2018
Proposal: Listed Building Consent: Landscape works within the setting of The Alexander Observatory.
Address **The Observatory Queens Avenue Aldershot Hampshire**

Application No 17/00962/PDCPP Ward: Empress
Applicant: Mr Britton
Decision: **Development is Lawful**
Decision Date: 20 December 2017
Proposal: Certificate of Lawfulness for Proposed Development: Installation of 1 roof light within front roof slope, 2 roof lights within rear roof slope, 3 roof lights within west facing side roof slope and 1 roof light within east facing roof slope to form a habitable room within loft space
Address **59 Highgate Lane Farnborough Hampshire GU14 8AA**

Application No 17/00963/FULPP Ward: Knellwood
Applicant: Mr Sucharov
Decision: **Permission Granted**
Decision Date: 02 January 2018
Proposal: Erection of a single storey rear extension and roof alterations to facilitate a loft conversion
Address **38 Avenue Road Farnborough Hampshire GU14 7BL**

Application No 17/00968/TPO Ward: Knellwood
Applicant: Mrs Sheila O'Driscoll
Decision: **Permission Granted**
Decision Date: 16 January 2018
Proposal: Fell and replace one Scots Pine (T12 of TPO 397)
Address **22 Church Road East Farnborough Hampshire GU14 6QJ**

Application No 17/00969/FUL Ward: St Mark's
Applicant: Ms A Plaskota
Decision: **Permission Granted**
Decision Date: 19 December 2017
Proposal: Erection of a single storey rear extension
Address **117 Queens Road Farnborough Hampshire GU14 6JN**

Application No 17/00970/COU Ward: St Mark's
Applicant: Mr Sachin Kunar Gurung
Decision: **Permission Granted**
Decision Date: 19 January 2018
Proposal: Change of use from takeaway with home delivery service to a mixed restaurant (Use Class A3) and takeaway (Use Class A5) with home delivery service
Address **19 Queens Road Farnborough Hampshire GU14 6DU**

Application No 17/00971/FUL Ward: Knellwood
Applicant: Mr P Mistry
Decision: **Permission Granted**
Decision Date: 20 December 2017
Proposal: Extension to the front of existing garage, erection of single storey rear extension and insertion of a window at first floor level within side facing elevation
Address **150 Farnborough Road Farnborough Hampshire GU14 7JJ**

Application No 17/00976/FULPP Ward: Knellwood
Applicant: Mr & Mrs Tusz
Decision: **Permission Granted**
Decision Date: 18 January 2018
Proposal: Erection of a two storey rear extension and outbuilding to rear
Address **3 Church Road West Farnborough Hampshire GU14 6RS**

Application No 17/00980/FUL Ward: Empress
Applicant: Mr A And Mrs S Wilson And Mr B Mortloc
Decision: **Permission Granted**
Decision Date: 02 January 2018
Proposal: Retention of single storey rear extensions
Address **14 - 15 Sunderland Place Farnborough Hampshire**

Application No 17/00981/FUL Ward: Knellwood
Applicant: Mr Dando
Decision: **Permission Granted**
Decision Date: 02 January 2018
Proposal: Formation of 2 pitched roof dormers within rear roof slope and 2 roof lights in front roof slope
Address **13 Rodmel Court Farnborough Hampshire GU14 6TY**

Application No 17/00983/CONDPP Ward: Wellington
Applicant: C/o Agent
Decision: **Permission Granted**
Decision Date: 15 January 2018
Proposal: Submission of details in respect of McGrigor Zone D part pursuant to condition 14 (remediation strategy) of hybrid outline planning permission 12/00958/OUT dated 10th March 2014.
Address **Zone D - McGrigor Aldershot Urban Extension Alisons Road Aldershot Hampshire**

Application No 17/00989/NMA Ward: West Heath
Applicant: Mrs M Fejcher
Decision: **Permission Granted**
Decision Date: 04 December 2017
Proposal: Non Material amendment to planning application 17/00700/FUL dated 26th September 2017 (Erection of a two storey side and a single storey rear extension and front porch) to omit two roof lights within the rear roof slope of the single storey rear extension
Address **51 Horn Road Farnborough Hampshire GU14 8RW**

Application No 17/00994/FULPP Ward: St Mark's
Applicant: Mr N Ratkevicius
Decision: **Permission Granted**
Decision Date: 09 January 2018
Proposal: Erection of a single storey side and rear extension
Address **36 Yeovil Road Farnborough Hampshire GU14 6LB**

Application No 17/00995/FUL Ward: Empress
Applicant: Mr Stephen Whiteley
Decision: **Permission Granted**
Decision Date: 04 January 2018
Proposal: Demolition of existing conservatory and erection of a single storey rear extension
Address **78 Ship Lane Farnborough Hampshire GU14 8BH**

Application No 17/00996/NMA Ward: Knellwood

Applicant: Mr Dwyer

Decision: **Permission Granted**

Decision Date: 02 January 2018

Proposal: Non material amendment to planning application 17/00508/FULPP to change the rear ensuite window from rectangle to square with top opening and obscure glazing, to change the bespoke roof light to 2 obscure glazed roof windows and to change the white render and grey cladding to match the existing brickwork

Address **12 The Crescent Farnborough Hampshire GU14 7AS**

Application No 17/00997/FULPP Ward: St Mark's

Applicant: Mr Arshad Mahmood

Decision: **Permission Granted**

Decision Date: 10 January 2018

Proposal: Erection of a first floor side extension over existing garage/extension

Address **1 Park Road Farnborough Hampshire GU14 6JG**

Application No 17/01001/LBC2PP Ward: Wellington

Applicant: Mr Alan Chitson

Decision: **Permission Granted**

Decision Date: 09 January 2018

Proposal: Listed Building Consent: Demolition of Ambulance Bay located on the west elevation of the Cambridge Military Hospital.

Address **Cambridge Military Hospital Hospital Road Wellesley Aldershot Hampshire GU11 2AN**

Application No 17/01002/FUL Ward: Empress

Applicant: Mr And Mrs Charman

Decision: **Permission Granted**

Decision Date: 09 January 2018

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

Address **86 Ship Lane Farnborough Hampshire GU14 8BH**

Application No 17/01004/COND Ward: Fernhill

Applicant: Mr J Dennard

Decision: **Conditions details approved**

Decision Date: 13 December 2017

Proposal: Submission of details to comply with condition 2 (external materials) attached to planning permission 16/00494/FUL for 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 17/01015/FUL Ward: Empress

Applicant: Mr And Mrs Sampson

Decision: **Permission Granted**

Decision Date: 10 January 2018

Proposal: Erection of a two storey front and side extension and extension of canopy roof to rear

Address **5 Prospect Avenue Farnborough Hampshire GU14 8JT**

Application No 17/01023/REXPD Ward: St Mark's

Applicant: Mrs J Walsingham

Decision: **Prior approval is NOT required**

Decision Date: 15 January 2018

Proposal: Demolition of existing single storey rear extension and erection of a single storey rear extension measuring 4 metres from the original wall of the house x 2 metres to the eaves with an overall height of 3.2 metres

Address **19 Somerset Road Farnborough Hampshire GU14 6DW**

Application No 17/01025/NMA

Ward: Cherrywood

Applicant: Mr P Gregor

Decision: **Permission Granted**

Decision Date: 19 December 2017

Proposal: Non Material Amendment to planning application 17/00808/FULPP dated 31 October 2017 (erection of a single storey front extension) to allow changes to windows within front elevation and door within side elevation

Address **17 Bracklesham Close Farnborough Hampshire GU14 8LP**

Development Management Committee
31st January 2018

Head of Planning
Report No. PLN1802

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 Delegated Decision to take Enforcement Action

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

Delegated Decision to take Enforcement Action

The Following Decision is reported for INFORMATION purposes only. It relates to a decision to take enforcement action that has already been made by the Head of Planning in accordance with the Council's adopted Scheme of Delegation.

DELEGATED DECISION TO TAKE ENFORCEMENT ACTION AND INSTRUCTION TO ISSUE NOTICE

Planning Officer:- Mark Andrews

Planning Reference 16/00109/HOME

Storage and sales of cars at 36 Mayfield Road Farnborough Hampshire GU14 8RS

Type of notice:

Enforcement Notice

What is the breach of planning control?

Without planning permission, the material change of use of the land from residential to a mixed use comprising residential, the storage of motor vehicles and the sale of motor vehicles. It appears that vehicles being stored on the property are not ancillary or incidental to the residential use of the property and therefore a material change of use has occurred.

Alternatives

No Action would result in continued material planning harm. This is in respect of the introduction of an inappropriate commercial activity within a residential area, resulting in significant material harm to the amenity of the area and a detrimental impact on the visual character of the property and area.

Relevant Development Plan Policies

Saved Local Plan Policies

- ENV17 - smaller sites
- TR10 - contributions to fund works to the local transport infrastructure

Core Strategy Policies

- CP2 - Design and heritage
- CP16 - Reducing and managing travel demand

Emerging Local Plan Policies

- IN1 – Infrastructure and community facility
- IN2 – Transport
- DE1 – Design in the built environment

Has a PCN been served?

Yes

Has a check been made that breach is not permitted development?

The permitted use of the site is residential (Use Class C3). There are no permitted development rights to store and sell non-ancillary vehicles from such a property.

Name of owner or person thought to be responsible for breach?

Mr Jason Hancock

Name of planning agent or solicitor

None

What steps are required to remediate the breach?

Cease the use of land for the storage of and or sale of motor vehicles. Remove all vehicles from the site, other than those owned by the residential occupiers of the property and/or stored in connection with and ancillary to the residential use of 36 Mayfield Road, Farnborough.

What is the timescale for compliance?

2 months.

What is the fee for ground (a) appeal?

£770

Has there been any correspondence with owner?

Yes, there is an active Enforcement File

Who are the ward councillors?

Cllr David Bell
Cllr Rod Cooper

Have they been advised?

Yes

Chairman of Planning Committee advised?

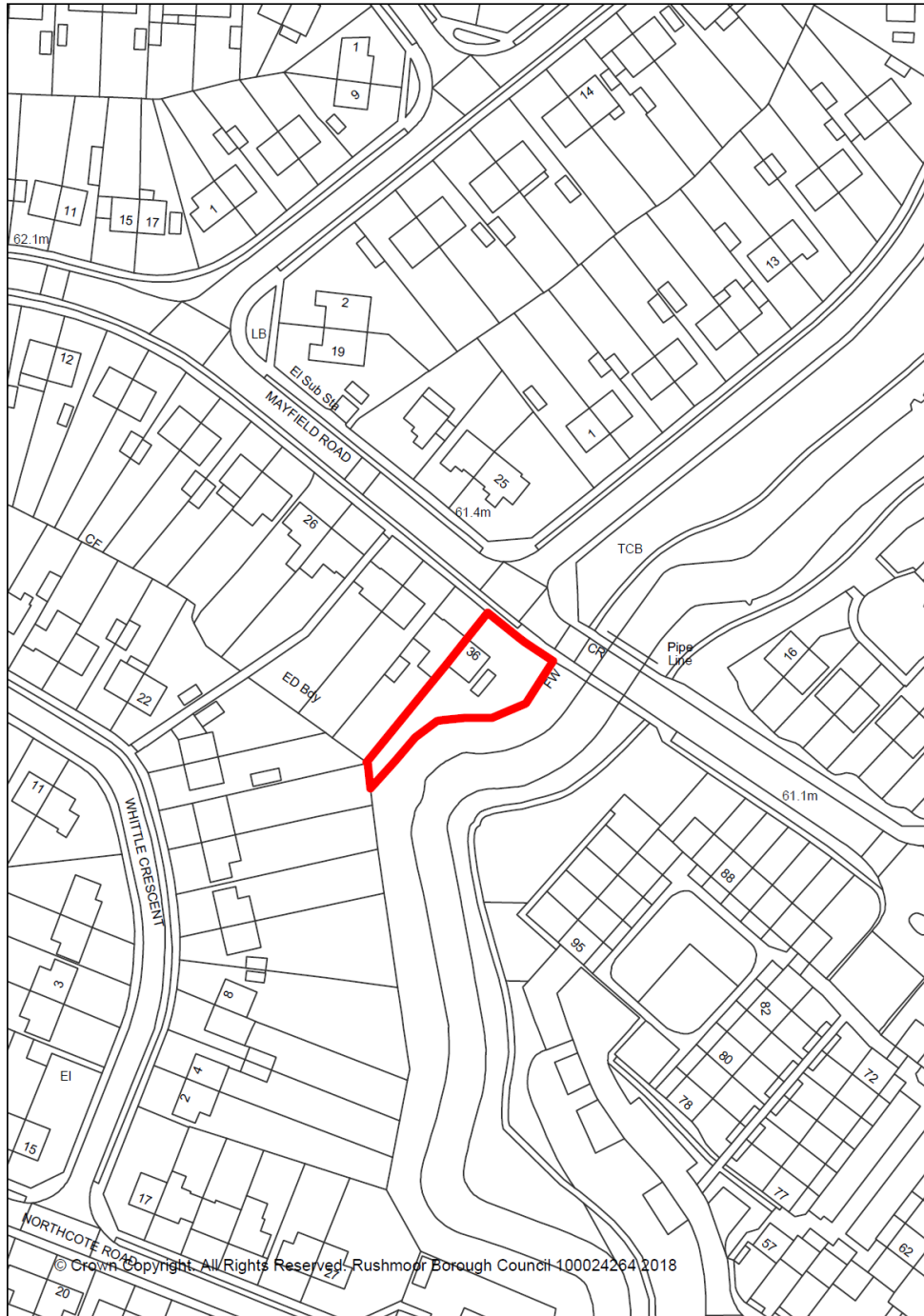
Yes

This item is published on the agenda of the Development Management Committee in accordance with the requirements of Regulation 8 of the Openness of Local Government Bodies Regulations 2014.

Decision Date 22nd January 2018

Signed – Development Manager: John Thorne

A handwritten signature in purple ink, appearing to read 'John Thorne', with a long horizontal flourish extending to the right.



Development Management Committee
31st January 2018

Planning Report No. PLN1803

Appeals Progress Report

1. New Appeals

- 1.1 Several new appeals have been received and 'started' by the Planning Inspectorate since the last Committee meeting on 6 December 2017. All have already required the submission of appeal statements to meet Planning Inspectorate deadlines. The appeals received in this respect are:-
- 1.2 **Wellington Centre, Aldershot** : Against the refusal of planning permission for: Proposed residential development involving erection of extensions above both the existing Boots shop and the Wellington Centre multi-storey car park comprising a total of 43 dwelling units (15 x 1-bedroom, 25 x 2-bedroom and 3 x 3-bedroom units), to include construction of new building access cores, elevational alterations to the multi-storey car park and alterations to the entrance of Victoria House. This appeal is being dealt with by means of the written procedure.
- 1.3 **40 - 42 Park Road, Farnborough** : Against the refusal of planning permission for: Erection of 4 one-bedroom flats with parking on land at rear. This appeal is being dealt with by means of the written procedure.
- 1.4 **201 Weybourne Road, Aldershot** : Against the refusal of planning permission for: Extend the existing two storey residential building to create additional residential accommodation providing 4 x 1 bedroom apartments. This appeal is being dealt with by means of the written procedure.
- 1.5 **55 High Street Aldershot**: Against the refusal of prior approval under Class M of the Town and Country Planning (General Permitted Development)(England) Order 2015 as amended for a proposed change of use of the ground floor of 55 High Street from a shop (Class A1) to a use falling within Use Class C3 (dwellinghouses) namely two flats. This appeal is being dealt with by means of the written procedure.

2. Appeal Decisions

- 2.1 There are no appeal decisions to report.

3. Recommendation

- 3.1 It is recommended that the report be **NOTED**.

Keith Holland
Head of Planning

This page is intentionally left blank

Development Management Committee
31st January 2018

Directorate of Community and
Environment
Planning Report No. PLN1804

**Planning (Development Management) summary report for the quarter
Oct-Dec 2017**

1. Introduction

- 1.1 The purpose of this report is to update Members on the position with respect to Performance Indicators for the Development Management Section of Planning, and the overall workload of the Section. This report covers the quarter from 1st October – 31st December 2017.

2. Planning Applications

- 2.1 The three tables below set out figures relating to Major, Minor and 'Other' planning applications for the first quarter. We are required to provide the government with statistical returns in relation to these categories. It should be noted that the returns required by government do not include a number of application types including applications for certificates of lawfulness, applications for prior approval for larger householder extensions, certificates of lawful development, applications for the approval of details pursuant to conditions and applications to fell or carry out works to TPO trees. These applications however constitute a significant source of demand on our service numbering 91 cases in the quarter, and are included in the total figures reflecting workload set out at 3.1 below.

Major and small scale major Applications determined within 13 weeks/PPA target

Decisions in quarter	Oct-Dec 2017	Government Target	2016/2017 Total
5*	100%	60%	94%

*Whilst 2 of the 5 decisions were issued after the 13 week period, these were the subject of agreed extensions of time by the applicants and therefore recorded as in time for government returns.

Minor Applications determined within 8 weeks

Decisions in quarter	Oct-Dec 2017	Government Target	2016/2017 Total
29	72%	65%	75.7%

'Other' (Including Householder) Applications determined within 8 weeks

Decisions in quarter	Oct-Dec 2017	Government Target	2016/2017 Total
90	95%	80%	95.4%

2.2 The following table sets out figures relating to appeals allowed against the authority's decision to refuse permission.

% of appeals allowed against the authority's decision to refuse

2016/2017 Total	Government Target	Oct-Dec 2017	Appeal Decisions
20%	40% max	0%	1

3. Workload

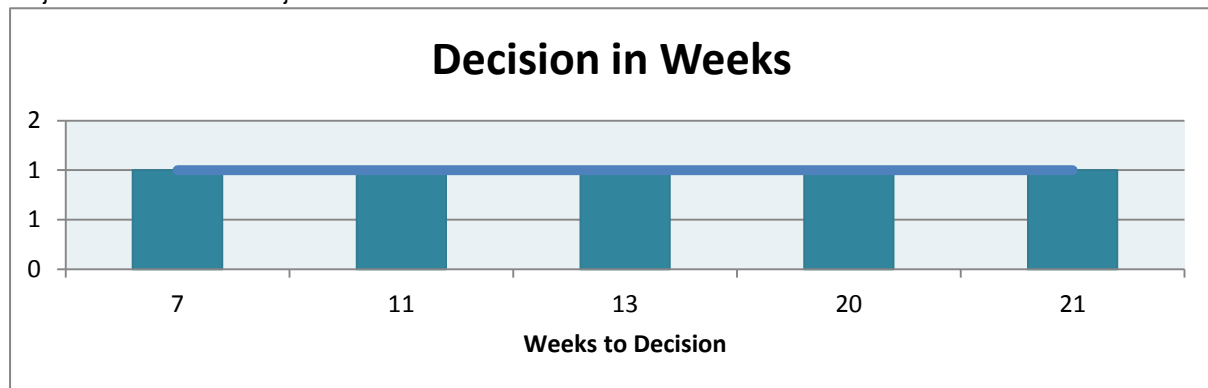
3.1 This section deals with workload demand on the Development Management Section in the past three months.

Departmental Work Demand Oct-Dec 2017

Applications Submitted (All types)	Pre-Application Cases	Incoming Telephone Calls	Applications Determined (All types)	Appeals Submitted
220	74	1800	225	4

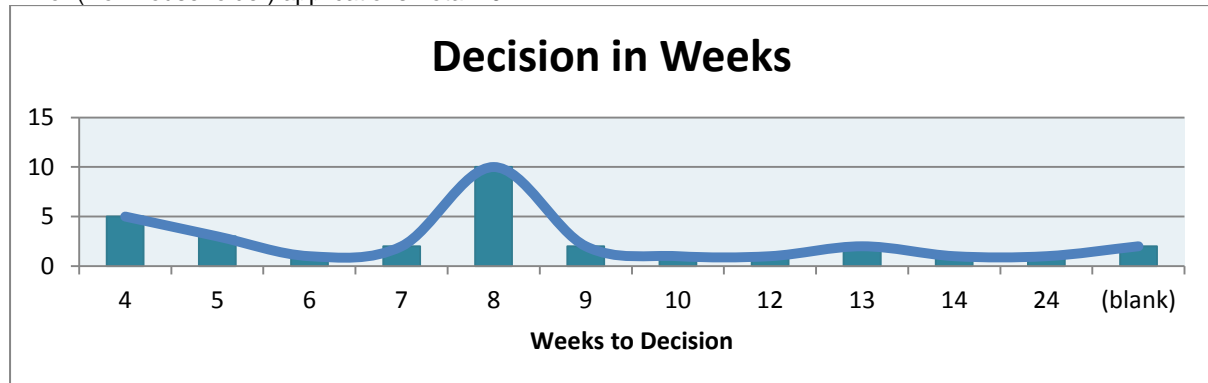
3.2 The following graphs present the time period being taken to determine different types of application.

Major and small-scale majors Total 5



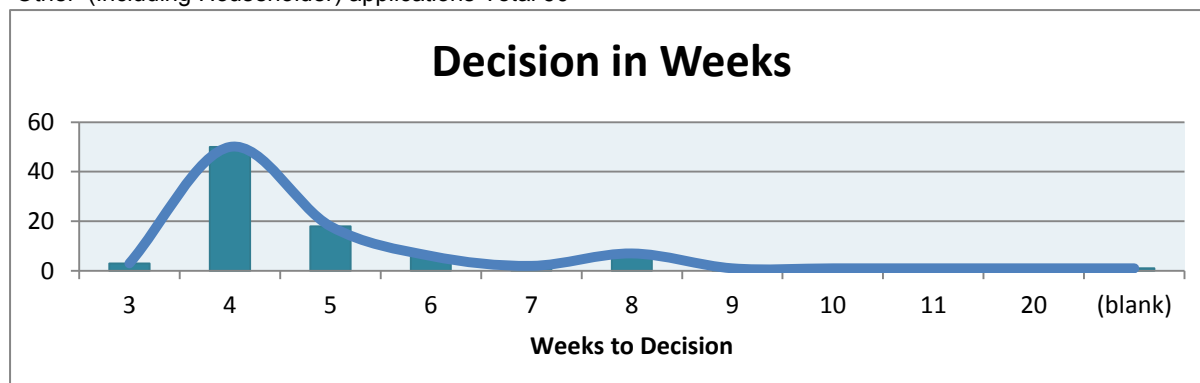
3.3 Performance with regard to Major applications remains buoyant with all five cases either determined within the statutory 13 week period, or the subject of agreed extensions of time.

Minor (Non householder) applications Total 29



3.4 This second graph illustrates the determination times for minor applications, 72% of which were determined within the statutory date.

'Other' (Including Householder) applications Total 90



3.5 This third graph shows that in the final quarter of this financial year the majority of householder applicants have continued to receive decisions in the third and fourth weeks after their validation date.

4. Fee Income

4.1 The total amount of planning fee income received for the quarter was £87,382.

4.2 As of 17th January 2018, new legislation came into effect making an increase in fees for planning application of 20%. This is the first increase in fees since 2012 and the authority is required to use the increased income solely for the planning service. The most common and typical fee changes such as those for a single dwelling or change of use, has increased from £385 to £462, and for a householder extension, from £172 to £206. The new fees were published on the Council's website on the day of coming into effect.

5. Section 106 contributions

5.1 Information in this section relates to financial contributions secured by way of section 106 planning obligations.

Section 106 contributions received	Oct-Dec 2017
Contributions received (Rushmoor and Hampshire) apportioned as set out below~	£718,274.98
Open Space (specific projects set out in agreements)	£3,877.00
SANGS a) Hawley Meadows * b) Southwood II c) Rowhill	a) £124,540.00 b) £98,280.00 c) £39,650.00
SAMM* a) Hawley Meadows b) Southwood II c) Rowhill d) Wellesley Woodland e) Bramshot Farm	a) £13,626.00 b) £10,758.73 c) £4,342.00

	d) £0 e) £0
Transport (specific projects set out in agreements)*	£423,201.25

-This figure also includes monitoring charges, interest and receipts for the Farnborough Airport Community Environmental Fund.

*Contributions relating to the Hawley Meadows SANG. SAMM contributions and Transport are paid to Hampshire County Council.

Ten new undertakings/legal agreements were signed in the period July-September 2017.

5.2 Whilst the new SANG capacity at Bramshot Farm within Hart District has now become available and allocations have commenced, financial contributions are paid directly to Hart DC with the exception of SAMM payments which will be collected by Rushmoor.

6. Comment on workload for this quarter and year

6.1 This third quarter saw a slight fall in application levels and an increase in fee income from the previous period. It had become apparent that overall fee income was likely to exceed the budgeted annual estimate of £300,000 by the end of the financial year, even before the 20% increase was confirmed.

6.2 Payment for pre-application discussions and meetings commenced on 1st February 2017. A report to Cabinet is in preparation comprising a review of the charging regime and its consequences after the first year.

6.3 The currently reported quarter shows total pre-application receipts of £5,430.00, a decrease on the £10,140.00 received in the previous quarter. Whilst there was no significant numerical decrease in pre-application discussions, the reduced receipts are attributed to a short-term fall in respect of major schemes and smaller residential proposals (commanding higher fees) which coincided with the Council's available SANG capacity effectively running out. The conclusion of the arrangement with Hart DC regarding capacity at Bramshot Farm, and the decision to bring forward new SANG land at Southwood is considered likely to restore the level of this type of enquiry in the coming months.

7. Wellesley

7.1 Progress on the first residential phases of Wellesley continues and Maida Development Zone A, which will provide 228 units, is almost completed. To date 217 units are occupied.

7.2 Works are progressing on site for Corunna Phase B1 & B2 (227 residential units). This zone is on the north west side of Queen's Avenue.

7.3 Pre-application discussions are at an advanced stage in relation to proposals for the remainder of the Corunna Zone (Phase B3 & B4). The most up to date

housing delivery strategy indicates that the Corunna Development Zone will provide a total of 706 dwellings.

- 7.4 Works have recently commenced on Gunhill Development Zone E (107 residential units), located directly west of the Cambridge Military Hospital Development Zone.
- 7.5 The construction of the Western Primary School on the corner site of Queen's Avenue and Alison's Road is progressing well and the school is due to open September 2018.
- 7.6 The table below summarises the key planning applications/ reserved matters applications approved to date in relation to the Wellesley Development Zones. The total number of residential units approved is 810.

Development Zone	Planning Ref	Decision date	No. Residential Units
Maida	12/00958/OUT	10/03/2014	228
Gunhill House & Water Tower	15/00069/REMPP	18/10/2016	17
Cambridge Military Hospital	15/00897/REMPP	18/10/2016	74
Louise Margaret Hospital	15/00898/REMPP	18/10/2016	41
Gunhill Development Zone	16/00133/REMPP	07/03/2017	107
Corunna Phase B1&B2	16/00757/REMPP	07/03/2017	227
McGrigor Development Zone	17/00494/REMPP	09/11/2017	116
Total			810

8. Recommendation

- 8.1 That the report be NOTED

Keith Holland
 Head of Planning
 Contact: John W Thorne 01252 398791

BACKGROUND PAPERS: There are no background papers.

This page is intentionally left blank