



## RUSHMOOR BOROUGH COUNCIL

# DEVELOPMENT MANAGEMENT COMMITTEE

*at the Council Offices, Farnborough on  
Wednesday, 7th November, 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.M. Cooper

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

Cllr C.P. Grattan  
Cllr Mara Makunura  
Cllr A.R. Newell

### **NON-VOTING MEMBERS**

Cllr Barbara Hurst (Cabinet Member for Planning and Economy) (ex-officio)

### **STANDING DEPUTIES**

Cllr Veronica Graham-Green  
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](mailto: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 - 16)**

To confirm the Minutes of the meeting held on 10th October, 2018 (copy attached).

## 3. **PLANNING APPLICATIONS – (Pages 17 - 194)**

To consider the Head of Planning's Report No. PLN1829 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	18/00225/LBCPP	Ramsden Garden Wall Memorial – Montgomery Lines, Aldershot	For information
3	18/00367/OUTPP	Former Police Station, Pinehurst Avenue, Farnborough	For information
4	18/00614/FULPP	Randell House, Fernhill Road, Blackwater	For information
5	18/00709/FULPP	Land adjacent Green Hedges, Hawley Road, Blackwater	For information

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

Item	Pages	Reference Number	Address	Recommendation
6	25-59	18/00140/FULPP	Meudon House, Meudon Avenue, Farnborough	Grant

7	61-110	18/00466/FULPP	117 Farnborough Road, Farnborough	Grant
8	111-141	18/00481/FULPP	Upper Union Terrace and 182 to 192 Victoria Road, Aldershot	Grant
9	143-178	18/00657/FULPP	Farnborough Airport, Farnborough Road, Farnborough	Grant

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

4. **PLANNING (DEVELOPMENT MANAGEMENT) SUMMARY REPORT FOR THE QUARTER JULY - SEPTEMBER 2018 – (Pages 195 - 200)**

To receive the Head of Planning's Report No. PLN1830 (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 July to 30th September, 2018.

### 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>

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Development Management Committee  
7th November 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

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# DEVELOPMENT MANAGEMENT COMMITTEE

Meeting held on Wednesday, 10th October, 2018 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.M. Cooper  
Cllr P.I.C. Crerar  
Cllr Sue Dibble  
Cllr Jennifer Evans  
Cllr Mara Makunura  
Cllr A.R. Newell

Apologies for absence were submitted on behalf of Cllr C.P. Grattan.

Cllr P.F. Rust attended the meeting.

## **Non-Voting Members**

Cllr Barbara Hurst (Planning and Economy Portfolio Holder) (ex officio)

## **25. DECLARATIONS OF INTEREST**

There were no declarations of interest.

## **26. MINUTES**

The Minutes of the meeting held on 15th August, 2018 were approved and signed by the Chairman.

## **27. PLANNING APPLICATIONS**

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

\* 18/00566/FULPP (Ivy Road Recreational Ground, Ivy Road, Aldershot);

- (ii) planning permission/consent be refused in respect of the following application as set out in Appendix “B” attached hereto for the reasons mentioned therein:

\* 18/00580/FULPP (Nos. 36, 40 and Land to the Rear of 26-54 Cove Road, Farnborough);

- (iii) 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. PLN1826, be noted;

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

\* 18/00506/FULPP (Nos. 1-5 Firgrove Parade, Farnborough);

\* 18/00623/FULPP (Nos. 110-118 Victoria Road, Farnborough);

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

16/00981/FULPP (Aldershot Bus Station, No. 3, Station Road, Aldershot);

18/00140/FULPP (Meudon House, Meudon Avenue, Farnborough);

18/00225/LBCPP (Ramsden Garden Wall Memorial – Montgomery Lines, Aldershot);

18/00367/OUTPP (Former Police Station, Pinehurst Avenue, Farnborough);

18/00466/FULPP (No. 117 Farnborough Road, Farnborough);

18/00481/FULPP (Old Warehouse and Star Yard, Aldershot);

18/00614/FULPP (Randell House, Fernhill Road, Blackwater, Camberley);

18/00657/FULPP (Farnborough Airport, Farnborough Road, Farnborough);

\* The Head of Planning’s Report No. PLN1826 in respect of these applications was amended at the meeting

28. **SITE VISIT**

**RESOLVED:** That a site visit be undertaken in respect of the following planning application for the reason set out:

<b>Application No.</b>	<b>Address</b>	<b>Reason for Site Visit</b>
18/00614/FULPP	Randell House, Fernhill Road, Blackwater, Camberley	To assist in consideration of the application given the proximity to properties in Randell Close.

29. **REPRESENTATIONS BY THE PUBLIC**

In accordance with the guidelines for public participation at meetings, the following representations were made to the Committee and were duly considered before decisions were reached:

<b>Application No.</b>	<b>Address</b>	<b>Representation</b>	<b>In support of or against the application</b>
18/00580/FULPP	36, 40 and Land to the Rear of 26-54 Cove Road, Farnborough	Mr. M. Danaher	In support
18/00623/FULPP	110-118 Victoria Road, Farnborough	Mr. S. Cater	In support

30. **APPLICATION NO. 18/00506/FULPP - NOS. 1-5 FIRGROVE PARADE, FARNBOROUGH**

The Committee considered the Head of Planning's Report No. PLN1826 (as amended at the meeting) regarding the demolition of existing buildings and erection of a new building comprising retail use at ground floor (flexible use of Use Class A1, A2, A3, A4 and/or A5) and 19 dwellings above (eight one-bedroom and 11 two-bedroom flats) with associated car and cycle parking, bin storage and amenity space and installation of an electricity substation.

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

**RESOLVED:** That subject to the completion of a satisfactory Agreement under Section 106 of the Town and Country Planning Act 1990 to secure financial contributions towards open space, transport, SPA/SAMM mitigation and to vary the 2013 planning agreement as necessary, the Head of Planning, in consultation with

the Chairman, be authorised to grant planning permission subject to the conditions and informatives set out in the Report (as amended at the meeting).

**31. APPLICATION NO. 18/00623/FULPP - NOS. 110-118 VICTORIA ROAD, FARNBOROUGH**

The Committee considered the Head of Planning's Report No. PLN1826 (as amended at the meeting) regarding the demolition of five detached dwellings and erection of 42 apartments (26 one-bedroom and 16 two-bedroom) for the elderly (60 years of age and/or partner over 55 years of age), guest apartment, communal facilities, access, car parking and landscaping.

It was noted that the recommendation was to grant permission subject to any amendment to condition 14 required to address any views received from Hampshire County Council as Lead Local Flood Authority, a financial contribution towards affordable housing as set out in the Report (as amended at the meeting) being satisfactorily addressed and the completion of an appropriate planning obligation under Section 106 of the Town and Country Planning Act 1990.

**RESOLVED:** That:

- (i) subject to any amendment to condition 14 required to address any views received from Hampshire County Council as Lead Local Flood Authority and a financial contribution towards affordable housing as set out in the Report (as amended at the meeting), the Head of Planning, in consultation with the Chairman, be authorised to grant planning permission subject to the completion of an appropriate 106 planning obligation by 6th December, 2018 in respect of SAMM, open space, affordable housing and highway matters as set out in the Report (as amended at the meeting) and the revised conditions and informatives set out in the Report (as amended at the meeting).
- (ii) in the event of failure to complete a satisfactory Section 106 planning obligation by 6th December, 2018, the Head of Planning, in consultation with the Chairman, be authorised to refuse planning permission on the grounds that the proposal fails to make appropriate provision for open space, affordable housing and SAMM nor mitigate its impact in highway terms contrary to development plan policies and the provisions of the Council's supplementary planning document Planning Contributions – Transport 2008.

**32. ENFORCEMENT AND POSSIBLE UNAUTHORISED DEVELOPMENT - NO. 107 FERNHILL ROAD, FARNBOROUGH**

The Committee considered the Head of Planning's Report No. PLN1827 regarding the building of a new boundary fence over one metre in height to the front of the property without permitted development rights. The property owners had been invited to submit a planning application for the retention of the boundary fence. To date, no application had been submitted.

The Committee was advised that the new fence appeared similar in height to the previous fence, whilst the width had been reduced overall by approximately 30cm at each end, increasing the vehicular entrances at both neighbouring properties. Members were advised that Hampshire County Council would not object to any request for retrospective planning permission were one to be submitted.

**RESOLVED:** That no further action be taken.

### 33. **APPEAL PROGRESS REPORT**

#### (1) **New Appeals**

<b>Address</b>	<b>Description</b>
Land affected by TPO 416A – Within Links Way, Fox Heath and Randolph Drive, Farnborough	Against the refusal of consent for the removal of one oak tree located in woodland at the rear of No. 28 Randolph Drive. It was noted that this appeal was being dealt with by means of the written procedure.
No. 65 Cove Road, Farnborough	The appeal was withdrawn by the appellant on 26th September, 2018.

#### (2) **Appeal Decisions**

<b>Application / Enforcement Case No.</b>	<b>Description</b>	<b>Decision</b>
18/00070/CONSRV	Against an enforcement notice requiring removal of unauthorised uPVC windows installed in a building converted to flats in a Conservation Area at No. 14 Church Circle, Farnborough.	Dismissed
16/00109/HOME	Against an enforcement notice requiring the owner to cease using any part of the land for the storage and sale of motor vehicles, and remove from the land all vehicles other than those owned by the residential occupiers of the land, which are stored in connection with and ancillary to the residential use of the land at No. 36 Mayfield Road, Farnborough.	Dismissed
18/00181/FUL	Against the Council's refusal of planning permission for a two-storey rear extension, single storey front extension and rooflights to front at No. 107 Fernhill Road, Farnborough.	Allowed

**RESOLVED:** That the Head of Planning's Report No. PLN1828 be noted.

The meeting closed at 8.10 pm.

CLLR B.A. THOMAS (CHAIRMAN)

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**Development Management Committee  
10th October 2018**

**Appendix "A"**

**Application No.      18/00566/FULPP                      24th July 2018**  
**& Date Valid:**

Proposal:                      Removal of existing portacabin, replace with new pavilion for recreation/community use, extension of existing car park and provision of lamp columns/luminaires at **Ivy Road Recreation Ground Ivy Road Aldershot Hampshire**

Applicant:                      Rushmoor Borough Council

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

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

2                      The development shall be completed in the external and surfacing materials as set out in the submitted application

Reason - To ensure satisfactory external appearance and surface water drainage.\*

3                      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 occupiers and to prevent adverse impact on traffic and parking conditions in the vicinity.

4                      Before the building is occupied details of satisfactory provision for the storage and removal of refuse from the premises shall be submitted and approved in writing by the Local Authority. The approved details shall be made available for use prior to the first occupation of the building.

Reason - To safeguard the amenities of the area.

- 5 The building shall not be occupied until the existing and additional car parking and cycle parking facilities have been provided and/or marked out in accordance with the approved plans. The overall parking facilities shall thereafter be retained solely for parking purposes, and made available to the occupiers and visitors to the premises \*

Reason - To ensure that provision for vehicle parking clear of the highway is available for users of and visitors to the development in the interests of highway safety.

- 6 No construction 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.\*

- 7 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 and to ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilized contaminants in line with paragraph 170 of the National Planning Policy Framework.

- 8 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the proposed potential piling does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework.

- 9 The building shall not be occupied until the external lighting shown on the approved plans is installed and made available for use.

Reason - To provide an appropriate environment for users of the playing fields

- 10 The development hereby approved shall be undertaken strictly in accordance with the Arboricultural Impact

Assessment and BS 5837 Tree Survey prepared by Sapling Arboriculture Ltd dated August 2018 and referenced J1079.02.

Reason - To preserve the amenity value of the retained trees and shrubs.\*

- 11 Ground floor levels within the building hereby approved shall be no lower than 600 millimetres (mm) above the estimated flood level.

Reason - In the interests of managing flood risk.

- 12 The permission hereby granted shall be carried out in accordance with the following approved drawings - D33858/RD/B, 6CT76 Lighting column, Kingfisher Lighting data sheet Italo Street, Italo 1 luminaire and Quarto luminaire information, existing floor plan, IVY/2 Rev A, IVY 4 and IVY /10

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

## Appendix "B"

**Application No. 18/00580/FULPP  
& Date Valid:**

**27th July 2018**

**Proposal:** Re-development of land involving erection of 7 houses (comprising 1 x 2 bed and 6 x 3 bed dwellings) divided between two terraced blocks and associated works following demolition of existing buildings at **36, 40 And Land To The Rear Of 26 - 54 Cove Road Farnborough Hampshire**

**Applicant:** Block 88 Ltd

- Reasons:**
- 1 The proposed development, by reason of the ad hoc, piecemeal and constrained nature of the application land and the poorly-contrived design of the proposed development would be an incongruous form of development which would relate poorly and unsympathetically to its surroundings. Furthermore, the proposed development would be likely to prejudice the possible future development of adjoining land together with the application land in a more satisfactory and comprehensive manner. As such, allowing the current proposals to proceed would not be in the interests of the proper planning of the vicinity nor make the most efficient use of land. The proposed development is thereby contrary to adopted Rushmoor Core Strategy Policies CP1 and CP2, and emerging New Rushmoor Local Plan (2014-2032) Policies DE1 and SS1.
  - 2 It has not been demonstrated that the application land is suitable for residential re-development having regard to potential ground contamination. The proposals are thereby contrary to saved Local Plan Policy ENV49 and emerging New Rushmoor Local Plan (2014-2032) Policy DE10.
  - 3 The proposals would result in the loss of a tree worthy of retention. The proposals also fail to provide adequate justification for the removal of a substantial boundary screen hedge and has failed to consider the impact of the proposed development on a tree in the rear garden of No.24 Cove Road near the proposed Plot 7 house. The proposals are contrary to saved Local Plan Policies ENV13 and ENV20, and emerging New Rushmoor Local Plan (2014-2032) Policy NE3.

- 4 Inadequate consideration has been given to the relationships of the proposed development with existing immediately adjoining and nearby residential properties, the occupiers of which would suffer a material loss of privacy due to undue direct overlooking and loss of amenity due to noise, disturbance and activity arising from the use of the parking courtyards. The proposals are thereby unacceptable and contrary to adopted Rushmoor Core Strategy Policy CP2, saved Local Plan Policy ENV17 and emerging New Rushmoor Local Plan (2014-2032) Policy DE1.
- 5 The proposed development would provide a poorly contrived and inadequate living environment for potential future occupiers by reason of the potential for undue overlooking of proposed dwelling units from existing neighbouring properties and/or the likely noise, disturbance and cooking odours arising from the operation of nearby commercial uses. The proposals are thereby contrary to Rushmoor Core Strategy Policies CP1 and CP2, saved Local Plan Policy ENV17, and emerging New Rushmoor Local Plan (2014-2032) Policy DE1.
- 6 The proposed development makes no provision to address the likely significant impact of additional residential units on the objectives and nature conservation interests of the Thames Basin Heaths Special Protection Area. The proposals are thereby contrary to the requirements of retained South East Plan Policy NRM6, Rushmoor Core Strategy Policies CP13 and CP15, and emerging New Rushmoor Local Plan (2014-2032) Policies NE1 and NE4.
- 7 The proposal has failed to demonstrate, through adequate ecological surveys of the application land, that there would be no adverse impact on protected wildlife species having regard to the requirements of adopted Rushmoor Core Strategy Policy CP15 and emerging New Rushmoor Local Plan (2014-2032) NE4.
- 8 8. The proposals, would be likely to have a severe impact on the safety and convenience of highway users, including users of the adjoining pedestrian pavement due to:-
  - (a) the failure to propose improvements to the means of vehicular access to and from the site and the proposed intensification in the use of existing sub-standard and unsatisfactory driveways with poor pedestrian and vehicular sight-lines;
  - (b) the failure to provide adequate on-site parking to

meet the functional parking needs of the proposed development and the existing continuing requirements to provide parking for occupiers of adjoining properties outside the application land in an area with significant demand for very limited on-street parking with the consequent likelihood of significant indiscriminate overspill parking and additional demand on already limited on-street parking in the vicinity;

(c) inadequate on-site vehicle manoeuvring space; and

(d) the failure to consider the impact of the proposed development upon refuse collection arrangements;

the proposal would therefore be contrary to adopted Rushmoor Core Strategy Policies CP2 and CP16, saved Local Plan Policy TR10, emerging New Rushmoor Local Plan Policy IN2, and the Council's adopted Parking Standards SPD (November 2017).

- 9 The proposals fail to provide details of appropriate surface water drainage for the development as required by adopted Rushmoor Core Strategy Policy CP4 and emerging New Rushmoor Local Plan Policy NE8.
- 10 The proposals fail to provide details of sustainable energy performance measures as required by adopted Rushmoor Core Strategy Policy CP3 and emerging New Rushmoor Local Plan Policy DE1.

INFORMATIVE - THE FOLLOWING PLANS & DOCUMENTS WERE CONSIDERED IN MAKING THIS DECISION:- CDA Drawing Nos.CDA-249-010 REV.A, -011 REV.A, -012 REV.A, -015, -016 REV.A, -017 REV.A, -018 REVA, -019, and -020; Vail Williams PLANNING, Design & Access Statement (July 2018); Motion TRANSPORT STATEMENT (May 2018); Sapling Arboriculture Ltd. ARBORCULTURAL IMPACT ASSESSMENT (June 2018); Groundsure Review Report (5 July 2018); and Darwin Ecology Preliminary ECOLOGICAL REPORT (July 2018).

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Development Management Committee  
7th November 2018

Head of Planning  
Report No.PLN1829

## **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

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### *Background Papers*

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

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**Section A**

**Future items for Committee**

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

Item	Reference	Description and address
1	16/00981/FULPP	<p>Demolition of existing bus station and re- development of site with the erection of a mixed use building comprising three ground floor commercial units with flexible use falling within Use Classes A1, A2, A3, A4, A5 or laundrette (sui generis); and upper floor residential use (Use Class C3) comprising 32 market residential flats (18 X 1-bedroom, 12 X 2- bedroom &amp; 2 X 3-bedroom units) with associated on- site servicing and parking areas.</p> <p><b>Aldershot Bus Station, 3 Station Road, Aldershot, Hampshire</b></p> <p>The Council has agreed to an extension of time for the determination of this application until 20 December 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	18/00225/LBCPP	<p>Soft and hard landscape works within the setting of the Ramsden Garden Wall Memorial</p> <p><b>Ramsden Garden Wall Memorial - Montgomery Lines Aldershot, Hampshire</b></p> <p>Further work is in progress on amendments to this proposal.</p>

3	18/00367/OUTPP	<p>Outline application for the erection of up to 174 units across 8 storeys (plus a semi-underground car park) with associated car parking, cycle parking, open space, landscaping, lighting, drainage and associated infrastructure, engineering and service operations (all matters reserved).</p> <p><b>Former Police Station, Pinehurst Ave, Farnborough, Hampshire</b></p> <p>The consultation period has now expired, responses are under consideration together with work on a S.106 planning obligation. The application will be presented to the Development Management committee in due course.</p>
4	18/00614/FULPP	<p>Proposal: Demolition of all buildings at Randell House, including the former All Saints Chapel, and erection of a new building to accommodate specialist nursing facility comprising 58 bedrooms and a 2-bedroom rehabilitation apartment to provide 24-hour care for people with a range of complex care needs (Use Class C2) with associated access, parking, and landscaping</p> <p><b>Randell House Fernhill Road Blackwater Camberley</b></p> <p>The consultation period in respect of this application has expired and a number of consultees have responded requesting additional information from the applicants, which the applicants' agents are currently working on. The application will be presented to the Development Management Committee in due course. The Committee has agreed to undertake a Site Visit at a date to be determined by when the application is ready for consideration.</p>
5	18/00709/FULPP	<p>Re-development of site with 10 dwellings (comprising 6 X 2-bedroom and 4 X 3-bedroom units) with associated vehicular access road, parking and acoustic fence following demolition of existing buildings</p> <p><b>Land adjacent Green Hedges, Hawley Road, Blackwater</b></p> <p>This application has only recently been received and consultations and neighbour notifications are in progress.</p>

**Section B**

**Petitions**

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

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

Case Officer	Sarita Jones
Application No.	18/00140/FULPP
Date Valid	19th February 2018
Expiry date of consultations	7th November 2018
Proposal	Demolition of existing structures and erection of 205 dwellings comprising 93 one bedroom flats; 80 two bedroom flats and 32 three bedroom townhouses with associated access, parking and landscape arrangements.
Address	<b>Meudon House Meudon Avenue Farnborough Hampshire GU14 7NB</b>
Ward	Empress
Applicant	TLW Trading Properties Limited
Agent	Mr Paul Manning
Recommendation	<b>GRANT</b> subject to S.106 planning obligation

## Description

This irregular shaped site of some 2.1 hectares is located to the south of Meudon Avenue, to the west of the Council offices and 117 Farnborough Road, to the north of housing at Sunderland Place and Jupiter Close and to the east of housing at Elles Close and Pinehurst Avenue. It comprises a two storey office building (some 7500 square metres gross internal area) dating from the 1980s with car parking (415 spaces) which surround the building. It has been vacant since 2016 and was last occupied by IBM as part of a larger site including 117 Farnborough Road. Vehicular access is from Meudon Avenue. When in use together with 117 Farnborough Road there was also access and egress on Farnborough Road as a through route was created between the sites. Whilst there is a grass verge within the public highway on Meudon Avenue, there are no surfaced public footpaths across the site. There is a deceleration lane on Meudon Avenue for vehicles entering the site which also acts as an acceleration lane for vehicles leaving the Council offices and travelling west. Various trees within site are subject to Tree Preservation Order 363, whilst trees within/adjacent to the rear garden of 17 Jupiter Close are subject to Tree Preservation Order 422. Whilst there are changes in level across the site, the highest points are on Meudon Avenue and in the south east corner. Meudon Avenue, a dual carriageway with a 40 mph speed limit and a major arterial road, forms the boundary between Farnborough town centre and the built up area of Farnborough to the south. Meudon Avenue also links the Pinehurst roundabout to the east

with the Sulzers roundabout to the west.

Jupiter Close and Sunderland Place, part of the Farnborough Central residential development, are situated to the south of the site and comprise terraces of two and three storey dwellings built in the last 10 years. They are contemporary in design with curved roofs, and balconies on the front elevations of the three storey buildings. 8 Jupiter Close and 18 Sunderland Place have side elevations to the southern site boundary. 9-17 Sunderland Place and 9-17 Jupiter Close back onto the southern site boundary. There is a footpath which runs along the common site boundary to the rear of 9-17 Sunderland Place. This provides pedestrian and cycle access to Pinehurst Avenue to the west.

Elles Close and Pinehurst Cottages Pinehurst Avenue are to the west of the site. They comprise terraces of two storey dwellings built in the first half of the 20th century. 9 Pinehurst Cottages and 34 Elles Close are side on to the application site and 1-6 Elles Close have frontages overlooking the development. There is a childrens' play area to the west of 1-6 Elles Close.

Elles Hall, a car parking area, the former police station site and Westmead House are situated to the north of Meudon Avenue. Elles Hall is a two storey building in community use, the former police station site is cleared and hoarded and is the subject of a planning application which will be reported to this committee in due course. Westmead House is a six storey office building. They are located within Farnborough town centre within the defined Civic Quarter, an area identified for major regeneration.

The Council offices the former offices of IBM at 117 Farnborough Road are to the east of the site. The Council offices are three storey in height with car parking along the common site boundary. The former offices of IBM are vacant and are the subject of a current application for redevelopment which also appears on this agenda. This building also has car parking along the common site boundary.

There is a footpath which extends from Farnborough Road in the east to Pinehurst Cottages in the west through the Farnborough Central site.

### **Relevant planning history**

The planning history of the site largely relates to use as offices for IBM.

The following applications in the vicinity are considered relevant.

There is a current outline application, 18/00367/OUTPP in relation to the former police station site for the erection of up to 174 units across 8 storeys (plus a semi-underground car park) with associated car parking, cycle parking, open space, landscaping, lighting, drainage and associated infrastructure, engineering and service operations (all matters reserved). This application is under consideration and will be reported to the Development Management committee in due course

There is a current application, 18/00466/FULPP in relation to 117 Farnborough Road which is the subject of a report on this agenda, for the extension, alteration of the existing office building (Use Class B1) to facilitate conversion and change to residential use (Use Class C3) to provide 113 flats (comprising 7 studio, 52 one bedroom, 52 two bedroom and 2 X three bedroom units); retention/provision of 197 on-site parking spaces and use of existing vehicular entrance from Farnborough Road; and landscaping.

The current application seeks permission to demolish the existing building and ancillary structures and the erection of 205 dwellings comprising 93 one bedroom flats; 80 two bedroom flats and 32 three bedroom townhouses with associated access, parking and landscape arrangements.

A substantial apartment building is proposed on the north east part of the site (the Meudon Avenue frontage) comprising 93 one bedroom and 80 two bedroom flats. This would have a central landscaped courtyard at fourth floor level and car parking at ground floor level. The building would be generally rectangular in footprint (some 71 metres by 60 metres). At fourth floor level and above this would have a "U" shape open ended to the south. The accommodation would be provided over six floors. All flats would have access to their own private amenity space predominantly in the form of balconies. The submitted design and access statement gives an indication of external materials for the main apartment block. This suggests 'lighter grey brick' would be used on the ground floor level and 'darker brown brick' above together with 'Bronze-coloured Aluminium' or similar for balustrades. In the event of planning permission being granted, external materials would be the subject of conditions requiring submission and approval prior to implementation of the relevant parts of the scheme.

5% of the proposed flats are designed for use by wheelchair users with the remaining 95% being adaptable dwellings. Lifts are provided to all floors. Layouts have been designed in line with Lifetime Homes Standards. Refuse and recycling storage facilities are to be provided at ground floor level in four locations within the car park (2 north, 2 south). A layby for the refuse vehicle is shown to the south of the building. On collection days the site wide management company will wheel the bins from the two northern storage areas to the two additional central collection points located at the south of the building.

Three terraces and one pair of semi-detached townhouses are proposed on the south and west parts of the site. Block E comprises twelve dwellings on the west side of the site in proximity to the site entrance from Meudon Avenue. This terrace is parallel to 1-6 Elles Close. Block F is a pair of semi-detached houses adjacent to the open space proposed on the west side of the site. Block G comprises five dwellings in the south west corner of the site to the rear of 12-17 Sunderland Place. Block H comprises 13 dwellings along the main southern boundary with Sunderland Place and Jupiter Close. The proposed houses are three storey in height, at just under 9 metres, with balconies at second floor level on the front elevations. The design is contemporary in terms of appearance and, like the apartment block, are indicated as using brick and bronze coloured aluminium. The buildings would have central flat roofed areas and incorporate pitched roofs on the front and rear elevations. All houses would have two parking spaces and bin storage within the curtilage at the front and cycle storage facilities in the rear gardens. Rear garden depths are in the region of 10.5 to 11 metres.

One category B tree (a Scots Pine) and a total of 59 category C or U trees (Cherry, Birch, Lawson Cypress, Corsican Pine, Oak, Scots Pine, Hornbeam, Evergreen Oak, Sycamore, Red Oak, Larch, Ash, Field Maple, Sweet Chestnut and Liquidamber) would be removed to facilitate the development. A scheme of arboricultural management is proposed which includes the pruning of trees (lift canopy or reduce crown) to facilitate the development, to ensure adequate clearance for vehicles and people and to alleviate potential shading issues.

Three open areas of landscaped amenity space are proposed within the site. The first is on the Meudon Avenue frontage and includes the provision of a footpath linking the site with the Council offices to the east and the proposed crossing on Meudon Avenue to the west. The second area is between the townhouses. Footpaths within this space link the site into Elles

Close leading to Farnborough business park and Horizon and Solartron retail parks beyond. The third is in the south east corner and makes provision for footpath links into the development site at 117 Farnborough Road and Farnborough Central.

Vehicular access from Meudon Avenue remains in the same location at present existing including the retention of the deceleration/acceleration lane arrangement. An island is to be provided at the entrance to provide physical separation between traffic entering and leaving the site in response to the comments made by the County Highway Authority. 371 car parking spaces are to be provided (317 resident spaces and 54 visitor spaces) including 19 wheelchair accessible spaces. Cycle storage for the houses is proposed in sheds in rear gardens. Cycle parking for flats is provided in four separate spaces within the ground floor of the building. A total of 288 cycle spaces are to be provided across 24 double stacker cycle storage units that hold 12 bikes each. Additionally 12 Sheffield stands are proposed for visitors at the north and south west entrances to the building. An indicative layout for the provision of a pedestrian/cycle crossing on Meudon Avenue has been provided showing how this facility could be achieved. The site layout makes provision for improved pedestrian and cycle links to the north, south, east and west of the site.

Refuse and recycling storage facilities are to be provided at ground floor level within the car park. Refuse will be a managed collection system allowing for the double stacking of bins in the refuse and recycling store where the bins will be taken out on collection days to the collection point.

An existing electricity substation is also proposed to be relocated to the south east corner of the site adjacent to car parking spaces.

The application is supported by a planning statement, a design and access statement, a detailed arboricultural report, a transport assessment, a transport note, a travel plan, a financial viability assessment, a preliminary geo-environmental risk assessment, a flood risk assessment, an air quality assessment, an acoustics report, a daylight and sunlight assessment report, an energy statement, a utilities statement, a habitats regulations assessment, an extended Phase I habitat survey and a consultation statement

## **Consultee Responses**

HCC Highways Development Planning	raise no objection to the proposal subject to conditions and legal agreement
Natural England	raise no objection to the proposal
Community - Contracts Manager	raises no objection to the proposal.
Parks Development Officer	raises no objection subject to a financial contribution being secured.
Ecologist Officer	provides advice on the Thames Basin Heaths Special Protection Area, bats and green infrastructure including biodiversity improvements.
Scottish & Southern Energy	gives advice on electricity infrastructure in the area.

Environment Agency	does not wish to be consulted on this development.
Hampshire Fire & Rescue Service	advise that the development should be undertaken in compliance with Approved Document B5 of the Building Regulations and section 12 of the Hampshire Act 1983 - Access for Fire Service. Comments are also made in respect of access for high reach appliances, water supplies, sprinklers and timber framed buildings.
Southern Gas Network (Formerly TRANSCO)	No views received.
Environmental Health	raises no objection subject to conditions.
Housing	advise that the scheme is not policy compliant in that there is no affordable housing being proposed although it is accepted that a viability assessment has been provided. They also query the layout for the flats to be occupied by wheelchair users.
Planning Policy	raises objection to the proposal on grounds of affordable housing and absence of SPA mitigation.
Crime Prevention Design Advisor	gives advice on the vulnerability to crime and anti-social behaviour, limited natural surveillance of car parking/amenity/play space and the type of boundary treatment to be used.
South East Water	No views received.
Surface Water Drainage Consultations	raises no objection to the proposal subject to condition.
TAG	raises no objection to the proposal.
Arboricultural Officer	raises no objection to the proposal subject to compliance with the submitted tree protection measures
Thames Water	raise no objection to the proposal subject to condition in relation to waste water infrastructure. They further advise that it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater

## **Neighbours notified**

In addition to posting a site notice and press advertisement, 161 individual letters of notification were sent to Elles Close, Farnborough Road, Jupiter Close, Lion Road, Bell Court Merlin Road, Meudon Avenue, Pinehurst Cottages Pinehurst Avenue, Pond Road and Sunderland Place. Letters were also sent to Homes England and XLB as owners of Farnborough Business Park.

## **Neighbour comments**

The application is supported by a consultation statement which states that a letter of invitation to a public drop in event held in November 2016 was sent to 594 nearby properties surrounding the site (residents and businesses). 47 members of the public attended the event. Members of the Farnborough Society, former County Councillor John Wall and ward councillors were given separate presentations. 12 feedback forms, five e-mails and one telephone call were received including comments being made on the reuse of a brownfield site, linkages in the area, design and appearance, public spaces and landscaping, provision of car parking/access, potential vehicular access into Elles Close, traffic management, cycle storage/connectivity, controls during construction, the proposed pedestrian crossing and lighting

Representations have been received from 12 Bideford Close, 23 Elles Close, 8 Jupiter Close, 16 Stuart Close, 3, 16 and 17 Sunderland Place, 98 Totland Close and the Rushmoor Cycle Forum objecting to the proposal on the following grounds:

- there is no way the road networks can support the additional cars associated with the development, particularly given the new retail units;
- there is a massive parking issue associated with new developments and this will make the situation even worse;
- as Farnborough Central is a private development there should be no direct access from the site via Sunderland Place;
- opening up direct walking access from Meudon House straight into Sunderland Place will only increase existing pedestrian access along with more noise and disturbance;
- the proposed pedestrian access could and will have an impact upon the fabric of the Farnborough Central estate which will result in an increase in contributions from the residents on Farnborough Central;
- the proposed development will degrade the appearance, size, boundary and access in relation to Farnborough Central;
- location of affordable/social housing and potential impact on property;
- perhaps Rushmoor could work with developer to provide key worker housing for professionals such as teachers, nurses etc
- the block H town houses will block light;
- impact on existing trees, particularly 63, 64, 65, 66 and 67 given gardens being proposed at a depth of 10 metres;
- future maintenance issues if trees are to be retained;
- potential loss of trees;
- loss of privacy;
- loss of view;
- lack of affordable homes is ridiculous;
- for future investment of the next generation we must have affordable housing stock being built at a rapidly expanding rate;

- there are some very greedy people out there who are just interested in getting richer;
- local people who do not earn enough to get mortgages for these properties get forgotten again;
- this area is crying out for real affordable housing but none get included due to the get out clauses, this has to stop;
- the Council needs to make a stand for the people of this Borough who need assistance getting decent housing, the proposed project will not do that;
- lack of clarity on access;
- concern about impact of increased height of building on Elles Close;
- close proximity of development to properties in Elles Close will cause the area to feel claustrophobic;
- potential loss of valuable area of green space for residents of Elles Close;
- concern about increase in vehicular traffic given the proposed residential and commercial properties along with the removal of both Sulzers and Pinehurst roundabouts (Officer note these roundabouts are not being removed as part of this proposal);
- Meudon Avenue suffers from a high volume of traffic during rush hours and to replace the roundabouts with traffic signals will increase regular waiting times in traffic for local residents who at present are not troubled outside rush hour with the provision of roundabouts (Officer note see previous note and the proposed traffic signals are associated with a proposed on demand pedestrian crossing);
- concern about arrangements for the increase in site traffic and noise on narrow residential street (Elles Close); (Officer note the only vehicular access for this site is from Meudon Avenue)
- concern about level of car parking provision and proposed parking controls;
- Elles Close is a narrow road and the proposal is for more residential properties which will bring an increase in vehicular traffic; (see Officer note above)
- concern about increased light and noise pollution;
- the current properties on Elles Close (Elles Quarters) were built in the early 20th century as accommodation for serving officers, what plans are made to retain the historical character of the properties on Elles Close;
- given proposed increase in local population, what investment will be made to public services, particularly policing as nearest Police response team is in Aldershot;
- the proposed construction of numerous properties on Elles Close as listed as phase 2 is opposed;
- too many dwellings proposed on the site;
- the design of the flats is ugly and not fitting for the entrance to Farnborough;
- the proposal does not create a sustainable community driven environment that promotes a range of lifestyle and travel choices and reduces reliance on the private car;
- the proposal does not meet the five design criteria for cycle networks in standards such as Interim Advice Note 195 published by Highways England of coherence, directness, comfort, attractiveness and safety;

A representation has been received from 37 Lincoln Court Wallis Square in support of the proposal on the grounds that there is a need for more housing in Farnborough

In the objection received from the Rushmoor Cycle Forum recommendations are made which "identify a set of relatively low cost measures which would provide better cycle support within the site; links to cycle networks in all directions; a safer crossing of Meudon Avenue; and future expansion of the cycle networks". Comments are also made on the residential travel plan, Safe Routes to Schools, the Meudon Avenue access, the footpath/cycleway linking to Elles Close, the Meudon Avenue crossing include design and a reduction in vehicle speed to 30 mph or less on Meudon Avenue; access from the site to Rushmoor Borough Council and

its environs; access to cycle routes across the airfield and the route adjacent to Meudon Avenue.

## **Policy and determining issues**

The site is within the built up area of Farnborough. As such policies SS1 (The 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), CP11 (Green Infrastructure Network), 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) of the Rushmoor Core Strategy and "saved" local plan policies ENV5 (Green Corridors), ENV13 (Trees and Existing Landscape Features), ENV16 (General Development and Design Criteria), ENV19-19.4 inc (New landscaping requirements), ENV22 (Access for People with Disabilities), ENV48, 49, 50, 51 and 52 (Environmental Pollution and Noise), OR4/4.1 (Open Space for New Housing Development), TR10 (Transport and Development), H10 and H10.1 (Mobility housing) and H14 (Amenity space) would be relevant to the consideration of any planning application as would the Council's supplementary planning documents on Car and Cycle Parking Standards 2017, Planning Contributions - Transport 2008, Housing Density and Design 2006 and Sustainable Design and Construction 2006. The Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (AMS) as updated May 2018 and the advice contained within the National Planning Policy Framework/Practice Guidance would also be material considerations in the determination of any application.

The Council published the draft submission version of the Local Plan for public consultation between Friday 9 June and Friday 21 July 2017. The Council's Planning Policy team have processed all the representations that have been received, prepared a report which has summarised the issues raised during the consultation and set out the Council's response. On 2 February 2018, this report, together with all the 'duly made' representations received during the consultation period, were submitted to the Planning Inspectorate for examination, alongside the plan and its supporting documents.

A planning inspector was been appointed and held a public hearing in May 2018. Given this, and recognising that they are material considerations of some weight in the assessment of the submitted scheme, policies SS1 (Presumption in favour of sustainable development), SS2 (Spatial Strategy), SP2 (Farnborough town centre), SP2.3 (Farnborough Civic Quarter) SP7 (Meudon House/115-117 Pinehurst), IN1 (Infrastructure and Community Facilities), IN2 (Transport), D1 (Design in the Built Environment), DE2 (Residential Internal Space Standards), DE3 (Residential Amenity Space Standards), DE4 (Sustainable Water Use), DE6 (Open space, sport and recreation), DE10 (Pollution), LN1 (Housing mix), LN2 (Affordable Housing), NE1 (Thames Basin Heaths Special Protection Area), NE2 (Green Infrastructure), NE3 (Trees and Landscaping), NE4 (Biodiversity) and NE8 (Sustainable Drainage Systems) as proposed to be amended are also relevant to the current proposal

The main determining issues are considered to be the principle of development, the effect on the character of the area, the impact on adjoining neighbours, the living environment created, the provision of affordable housing, open space provision, nature conservation, the water environment and sustainable construction/renewable energy.



## Commentary

### The principle of development

The principle of residential development on this site has been accepted through its allocation for residential use in the Draft Submission Local Plan and as supported by the evidence base. Whilst technically the proposed residential development on a key employment site is contrary to Core Strategy Policy CP8 and the application has been advertised as such, the Planning Policy and Conservation Manager raises no objection to the proposal on the basis that there is adequate evidence to justify residential redevelopment of this particular site.

The proposal is also subject to policies which protect amenity, highway safety and biodiversity whilst promoting the efficient use of land, affordable housing and sustainable development. As such there would be no objection to the principle of development, subject to the proposal being found to be satisfactory in addressing the following matters.

### The effect on the character of the area

The Farnborough Town Centre and Civic Quarter SPDs indicate that there will be a change in scale and form in relation to new development schemes in these areas. This has been demonstrated by the increase in height and massing of new buildings including the North Queensmead redevelopment and the Premier Inn/Firgrove Parade sites. The Farnborough Civic Quarter SPD envisages a more efficient use of land which includes the introduction of taller buildings. Whilst outside the Civic Quarter, the proposed development would be seen in the context of it and the town centre to the north. Whilst recognising that the existing office building has a large footprint, the proposed apartment building will represent a significant change to this part of Meudon Avenue by virtue of its height, use, massing and footprint. However having regard to the aspirations for the Civic Quarter to make more efficient use of a site in a sustainable location, the use of site levels and design to reduce the overall impact of the height of the apartment building, the housing layout within Farnborough Central and the relationship of existing flat buildings to housing within the adjoining Farnborough Central, no objection is raised to the proposal in terms of its impact on the character of the area.

A number of trees are shown to be removed as a result of this proposal. In response to the original consultation the Council's Arboricultural Officer requested that the applicant consider a layout which placed the southern boundary trees in the public realm rather than in private gardens and re-orientation of the housing. The applicant considered this and advised that such changes to the layout would result in longer circulation and servicing routes, north facing living spaces and gardens, an isolated terrace of development, entrances to the rear from the access into the development, loss of car parking spaces, more trees within hard surfaced areas and car spaces for the flats on the opposite side of the houses. The Arboricultural Officer was re-consulted on these comments. In response he has raised no objection subject to the provision of adequate tree protection measures including arboricultural supervision of works within Root Protection Areas throughout demolition and development and the adoption of a satisfactory landscape management plan of the communal spaces by site management. Having regard to the original comments of the Arboricultural Officer and the concerns of residents about the management of trees and appropriate maintenance it is considered appropriate to secure a maintenance programme for trees to be retained within the site. This can be secured by way of conditions. Subject to this no objection is raised to the proposal in landscape terms.

## The impact on neighbours

The closest residential neighbours are located at Jupiter Close and Sunderland Place to the south and Elles Close and Pinehurst Cottages Pinehurst Avenue to the west. The proposal will introduce a different form, pattern, height and use of development in relation to these properties. However having regard to the existing pattern and form of development within Farnborough Central, the location of proposed rear gardens in proximity to the southern boundary, the resultant separation distances retained and the orientation of development, the proposal is considered acceptable in relation to Jupiter Close and Sunderland Place in terms of privacy and outlook. The comments made by residents about trees in proximity to the common boundary are noted and as set out above, an arboricultural maintenance programme is considered appropriate.

The proposal will change the outlook of residents in Elles Close and Pinehurst Cottages particularly those residents at 1-6 Elles Close, by virtue of proximity, pattern, height, form and use of development. However having regard to the location of car parking and/or gardens adjacent to the common boundary with these properties and the separation distances retained between buildings varying between some 22.5 metres (1-6 Elles Close), some 19 metres (34 Elles Close) and some 25 metres (9 Pinehurst Cottages) no material loss of privacy or outlook or unacceptable overshadowing is considered to result.

A new footpath link from the site between the proposed terraced buildings on the southern boundary into Farnborough Central is proposed via Sunderland Place. This would link into the footpath through the Farnborough Central development from Farnborough Road to Pinehurst Cottages. Footpaths are also proposed to link the development into Elles Close and Pinehurst Cottages. A footpath link is also proposed into the development site at 117 Farnborough Road. The proposed footpaths are likely to result in an increase in pedestrian/cycle movements in the area, particularly having regard to the provision of the new pedestrian crossing on Meudon Avenue, which will have an impact on both existing residents of Sunderland Place, Elles Close and Pinehurst Cottages and future residents of the proposed development in terms of activity and disturbance. However having regard to the Government's aspirations to promote alternative modes of movement to the car, improved permeability through the site, the ability to secure an appropriate lighting strategy for the site and the Council's wider ability to deal with any potential anti-social behaviour issues which may arise no objection is raised to the proposed footpath links.

Meudon Avenue separates the site from the town centre and civic quarter to the north. Given the separation distance afforded by the dual carriageway and the potential for landscaping, the proposed development is not considered to prejudice the objectives for the redevelopment of either the town centre or the civic quarter nor result in unacceptable relationships with future residents of the proposed development. No objection is raised to the proposal in this regard.

The Council Offices lie to the east. Whilst the development will have an impact on this site by virtue of the increase in, and proximity, of built form and increased overlooking and potential overshadowing impacts, given the non-residential character of the council offices, the resultant impacts are not considered to result in material planning harm. No objection is raised to the proposal in this regard.

The closest proposed building to the common boundary with 117 Farnborough Road has a separation distance in excess of 45 metres. Given this and the location of car parking within 117 Farnborough Road, as existing and as proposed, no material harm to either office or residential occupiers of that site would result.

## The living environment created

The proposal details a combination of one and two bedroom flats and three bedroom houses. All of the dwellings meet the nationally prescribed space standards published by the Department for Communities and Local Government in March 2015. The proposal is considered to provide acceptable levels of accommodation to meet the occupational needs of future residents. A lift is provided to the upper floors of the apartment block. All residents would have access to amenity space in the form of either private balconies/patios/gardens and communal landscaped amenity space. The proposal is therefore considered to create an acceptable living environment and no objection is raised in this regard.

There will be a degree of overlooking within the scheme particularly between elements of the apartment building. However the proposed layout is not unusual in a residential development of this type, and future residents will be aware of this when deciding whether to live there. No objection is raised to the proposal in this regard.

The application is supported by an acoustics report which concludes that the noise levels on the site are primarily from road traffic noise on Meudon Avenue and some aircraft using Farnborough Airport. Where habitable rooms with windows in the northern facade front Meudon Avenue, enhanced glazing and acoustic passive ventilation would be provided. For the remaining dwellings standard thermal double glazing and passive ventilation are recommended. Environmental Health are satisfied with these proposals which may be secured by condition.

Environmental Health have considered the submitted Preliminary Geo-Environmental Risk Assessment. This has identified a Low to Moderate risk to future site users and controlled waters and recommends that an intrusive site investigation be undertaken to identify and if necessary address any potential risks identified. This may be secured by way of condition. Subject to this no objection is raised to the proposal in this regard.

Environmental Health have also raised a concern about potential noise nuisance arising from stray dogs being temporarily housed at the Council offices overnight or at weekends. In this regard the applicants have confirmed that mechanical ventilation will be provided to the dwellings closest to the kennels and of an acoustic fence will be erected along the common boundary between the closest residents and the Council Offices. This may be secured by way of condition.

The application is supported by an Air Quality Assessment. Having regard to the transport assessment which demonstrates that the proposed development will result in a reduction of trips for vehicular movements when compared to the B1 use of the site, Environmental Health are satisfied that the proposal will have a minimal impact on ambient air quality.

## The provision of affordable housing

No affordable housing is proposed to be provided and a Financial Viability report has been submitted in support of the proposal. The planning policy background is that the lack of affordable housing contravenes policy CP6 of the Core Strategy which requires 35% affordable housing, and the emerging local plan policy LN2 which require 30% affordable housing. The Council's Housing team also advise that this scheme is not policy compliant in that there is no provision of affordable housing of either rent or intermediate product types. Whilst they accept that there is a viability assessment to support this, they comment that other schemes currently are able to comply with policy, for example Queensgate and Sun

Park.

These concerns are noted. However both policy CP6 of the Core Strategy and emerging policy LN2 are qualified by the phrase "subject to site viability". The submitted Financial Viability report has been independently assessed by the District Valuer. He advises, based on an assessment of the scheme that it would not be viable if it had to provide affordable housing on site, or to make a financial contribution towards affordable housing in lieu of on site provision. However he did recommend a review mechanism if the housing is not delivered in a timely manner, which may be secured by way of legal agreement. Subject to this no objection is raised to the proposal in terms of the provision of affordable housing.

#### Flood risk and drainage issues

The site is within Flood Zone 1 and as such is considered to be at low risk of fluvial flooding. The application is supported by a flood risk assessment which confirms that the use of infiltration drainage is not feasible on this site due to low permeability soils being encountered. The proposed strategy proposed the discharge of surface water run off to an existing surface water sewer via a combination of hydro-brake, geo-cellular tanks, filter drains, bio filter drains and permeable paving. Hampshire County Council (HCC) as Lead Local Flood Authority, the Environment Agency (EA) and Thames Water have been consulted on this proposal. The EA did not wish to be consulted on this application. HCC raise no objection to the proposal subject to a condition which secures a detailed surface water drainage strategy. Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. To address this issue it recommends the submission of a drainage strategy detailing both on and off site drainage works. This may be secured by way of condition. Subject to the imposition of conditions as set out above, no objection is raised to the proposal on flood risk and drainage terms.

#### Highway considerations

The application is supported by a transport assessment, a transport note and a travel plan which has been considered by the County Highway Authority. The adopted parking standards for the site are as set out in the Council's supplementary planning document Car and Cycle Parking standards 2017. The standards indicate a requirement for 1 car parking space per one bedroom dwelling and 2 car parking spaces for two and three bedroom dwellings. The same quantum is required for secure cycle storage. This would equate a need for 317 car parking spaces and cycle spaces. There will also be a requirement for 53 visitor spaces resulting in a total requirement for the development of 370 spaces. 371 spaces are shown to be provided. This meets the adopted parking standard and is acceptable. Notwithstanding this it is considered appropriate that the visitors parking spaces should be clearly identified as such which may be secured by way of condition.

The adopted cycle standard has a requirement for one cycle space for a 1 bed dwelling and two cycle spaces for 2/3 bed dwellings. This would result in a total requirement of 317 cycle spaces. The standard also indicates that a mix of long term and short term spaces is acceptable, as long as each residential unit has access to a minimum of one secure space. No specific quantum for visitor parking is set for cycles, but is recommended for developments of this scale. As such, the proposed provision of 364 cycle spaces meets the required standards and is seen to actively promote sustainable transport. However short term spaces are strongly recommended to be covered, which is not currently indicated on the north-west, south-west or south-east visitor spaces. Appropriate covered storage may be secured by way of condition.

The existing vehicular entrance from Meudon Avenue remains largely unchanged. However the County Highway Authority has requested that an island at the Meudon Avenue entrance providing physical separation of traffic entering and leaving the site, is provided. This reflects the existing situation at the entrance to the Council Offices from Meudon Avenue. The applicant has agreed to this and although the County Highway Authority suggests that this is included in the legal agreement, this is a matter which may be secured by way of condition. It is noted that a separate consent for works within the highway must first be obtained from the highway authority.

Refuse from the townhouses is shown to be collected from the front of each property. Communal waste storage facilities are provided within the proposed apartment building with a layby for the refuse vehicle proposed to the south of the building. On collection days the site wide management company will wheel the bins from the two northern storage areas to the two central collection points located at the south of the building. A swept path analysis for the refuse vehicles operated by Rushmoor, which are larger than standard refuse vehicles, has been provided. Both the Council's Contracts team and the County Highway Authority are satisfied with the proposed arrangements and no objection is raised to the proposal in this regard.

The ground floor parking to serve the apartment building provides 15 double electric vehicle charging points serving 2 car spaces each, equating to a total of 30 car spaces available for electric charging with all other spaces having passive provision (wiring allowing future provision of electric vehicle charging points). These facilities may be secured by way of condition.

The application is supported by a transport assessment which demonstrates that the proposed development will result in a reduction of trips for vehicular movements. It concludes that the development would have an overall positive impact as it is anticipated that it would reduce the total number of trips on the network than if the site were to be retained as offices. The former use of the site as offices did not provide pedestrian/cycle linkages with the town centre from Farnborough Central and beyond. The Farnborough Civic Quarter SPD seeks to re-establish a network of connected streets and spaces in and around the Civic Quarter with improved pedestrian links from the south. It explains that there are a number of locations on Meudon Avenue which are used as informal pedestrian crossings owing to strong desire lines. The safety benefits of introducing a pedestrian crossing are acknowledged by the applicant and the CHA believes this facility is required due to the change in use from office to residential occupation. The applicant has agreed both to the principle of this crossing and to make a contribution of £105,000 (70% of the total cost) towards its delivery. In addition the CHA has identified a need to make a minor improvement to the pedestrian route to Tower Hill School in the form of making a contribution of £10,000 to formalise the link from Pinehurst Avenue to Sulzers roundabout underpass. The applicant has also agreed to this. These contributions can be secured by way of legal agreement/condition. The applicant is in the process of completing the requisite agreement. Subject to this no objection is raised to the proposal in this regard.

Objection has been received from the Rushmoor Cycle Forum on the basis that it fails to meet the policy objectives relating to walking and cycling as promoted by both Hampshire County and Rushmoor Borough Councils and Interim Advice Note 195 in that the proposal fails to make walking and cycling journeys as attractive as using the car. In this regard the County Highway Authority (CHA) have given detailed consideration to the pedestrian and cycle network. The proposed crossing on Meudon Avenue is to be designed to serve both pedestrians and cyclists. The CHA sought clarity from the applicant about how residents will reach the Meudon Avenue crossing location from the internal site roads by cycle. In this

regard Appendix 4 of the Transport Note shows the proposed access strategy and it has been confirmed with the applicant that "proposed sustainable mode routes" means these internal routes on the Proposed Access Strategy drawing will be suitable for both pedestrians and cyclists in the form of shared use paths.

The CHA also sought clarity concerning the cycle link to the A325 Farnborough Road through Farnborough Central leading to Pinehurst Cottages as this existing route is not adopted highway and is not formally secured for public use in perpetuity. The CHA confirm that records show this route has been open to the public for a number of years and it is included as a cycle route in Rushmoor's cycle network. As such in its view it is likely that some level of public access routes do exist and the risk of the route being closed is limited.

The CHA have given detailed consideration to the connections from the application site boundary to existing pedestrian and cycle facilities as follows:

- a connection to the future Meudon Avenue controlled crossing;
- retaining the existing connection to the north east of the site (adjacent to the Rushmoor Borough Council car park)
- a connection to Sunderland Place
- a number of connections to Elles Close;
- a connection to Pinehurst Passage and
- a connection through 117 Farnborough Road.

The CHA notes the connection to Meudon Avenue is within the public highway and will be delivered when the Meudon Avenue toucan crossing is constructed. This will provide a cycle link from the site to the town centre when complete but will not be available from first occupation. It notes that the connections to Sunderland Place, Pinehurst Passage and Farnborough Road require third party land and agreement. However the scheme makes provisions for these links to be made and no restrictive boundary treatments are proposed as a result of the current proposal.

The second connection above provides a deliverable pedestrian only connection tying into an existing footpath and linking northwards towards Farnborough town centre. The dominant pedestrian demand is north from the proposed development site into the town centre, and whilst longer, there are alternative pedestrian routes for those wishing to travel south from the application site. The CHA do not consider it appropriate to object on the basis that delivery of the last four links as set out above has not been secured for pedestrian use.

The CHA considers at least one formal cycle connection to the site should be provided from first occupation and recommends the provision of a cycle link to provide cycle connectivity from first occupation. This may be secured by condition. In this regard it is noted that the connection to Elles Close over land within the ownership of Rushmoor Borough Council would be the most achievable. Subject to the imposition of this condition no objection is raised to the proposal in terms of pedestrian/cycle connectivity.

#### Open space provision

The Local Plan seeks to ensure that adequate open space provision is made to cater for future residents in connection with new residential developments. 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.

This is a circumstance where a contribution towards off-site provision by way of a planning obligation may be appropriate. In this case the refurbishment of the public civic quarter

(landscaping and general infrastructure improvements) within the Farnborough community area, playground refurbishment at Elles Close and pitch refurbishments at Southwood Playing Fields are considered to be justified. The applicant is in the process of completing such an agreement. Subject to this the proposal is acceptable within the terms of Policy OR4

## Nature Conservation

The European Court of Justice judgement in 'People Over Wind, Peter Sweetman v Coillte Teoranta C-323/17' established the legal principle that a full appropriate assessment (AA) must be carried out for all planning applications involving a net gain in residential units in areas affected by the Thames Basin Heaths SPA, and that this process cannot take into account any proposed measures to mitigate any likely impact at the assessment stage.

The Local Planning Authority is responsible for undertaking an appropriate assessment following the requirements of The Conservation of Habitats and Species Regulations 2010.

As a result of this judgement, the Council can no longer conclude that the assignment of, or provision of, mitigation capacity at the point of application is sufficient to remove the requirement for a full appropriate assessment. To this end the applicant has provided a habitats regulations assessment in support of the application and completed the Council's Habitats Assessment form. The appropriate assessment has been completed and concludes that the development would lead to a likely significant effect on the integrity of the Thames Basin Heaths Special Protection Area.

The Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy is now in place. This includes the Suitable Alternative Natural Greenspace (SANG) at Bramshot within Hart in order to divert additional recreational pressure away from the Thames Basin Heaths Special Protection Area (TBHSPA) and 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 applicant has secured an allocation of capacity at the Bramshot SANG and made the requisite financial contribution. The SAMM contribution is to be secured by way of section 106 planning obligation which the applicant is in the process of completing. Natural England have been consulted in this application and advises that provided the scheme is in accordance with the Council's Thames Basin Heaths Avoidance and Mitigation Strategy it raises no objection to the proposal. Subject to the completion of the legal agreement to secure the SAMM contribution the proposal is considered to mitigate its impact on the Thames Basin Heaths Special Protection Area and on this basis no objection is raised to the proposal in this regard.

The Council's Ecologist has been consulted on this application and has provided comments on the TBHSPA, bats and green infrastructure. The application is supported by an extended Phase I Habitat Survey. This survey inspected all trees within the site from ground level and the building for evidence of bat activity, although it is noted that it was not possible to access the majority of the roof void of the building. However it notes that main building on the site is about 20-30 years old. It has a pitched slate roof, the incline of which is not steep. Lead flashing is present to the edges of the pitches with roof overhangs with metal soffits on all aspects. This building is considered to have negligible potential for roosting bats to occur within the building. An outline mitigation strategy is detailed in the ecology report. To ensure that any potential presence of bats are safeguarded, it is recommended that before any part of the building is demolished further surveys are undertaken including mitigation measures

as required. This may be secured by way of condition. It is also noted that the grant of planning permission does not supersede the requirements of the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010 and any unauthorised works would constitute an offence. If bats or signs of bats are encountered at any point during development then all works must stop immediately and the developer has an obligation to contact Natural England in this regard.

In addition the report recommends enhancements which will provide a "net gain" for biodiversity as outlined in the NPPF. The Ecologist recommends the submission of a multifunctional green infrastructure strategy including biodiversity improvements. This may be secured by way of condition. Subject to the above measures being in place, no objection is raised to the proposal on nature conservation grounds.

Renewable energy and construction.

Following the Royal Assent of the Deregulation Bill 2015 (26 March 2015) the government's current policy position is that planning permissions should not be granted requiring or subject to conditions requiring, compliance with any technical housing standards for example the Code for Sustainable Homes, other than for those areas where authorities have existing policies. In Rushmoor's case this means that we can require energy performance in accordance with Code Level 4 as set out in policy CP3 of the Rushmoor Core Strategy. The application is supported by an energy statement advises that the development has been designed to achieve an energy efficient scheme. The dwellings will be designed to achieve optimum energy performance and will incorporate 100% low energy lighting, all apartments to be served by high efficient gas fired communal heating system, all townhouses to be served by high efficient gas fired individual heating systems, mechanical ventilation and heat recovery in all units and the use of solar PV to offset any remaining emissions (if required). A verification report to confirm that the energy performance targets have been met may be secured by way of condition. Subject to this no objection is raised to the proposal in terms of policy CP3.

## Conclusion

The proposal would have an acceptable impact on the character of the area, it would create a satisfactory living environment for future occupiers, have an acceptable impact on adjoining non-residential and residential occupiers and meet the functional requirements of the development. The proposal is acceptable in highway terms, it makes satisfactory provision for affordable housing and public open space, addresses its impact on the SPA and secures appropriate energy efficiency measures. It complies with development plan policies, the Council's adopted Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy and the National Planning Policy Framework/Planning Practice Guidance and is recommended for approval.

## Full Recommendation

Subject to the expiry of the site notice advertising a departure from the development plan (7 November 2018) and no adverse comments being received which have not been previously addressed it is recommended that permission be **GRANTED** subject to the completion of an appropriate section 106 planning obligation by 19 December 2018 in respect of SAMM, open space, affordable housing and highway matters as set out above, and the imposition of the following conditions and informatives:

However, in the event that a satisfactory s106 planning obligation is not completed by 19



December 2018 the Head of Planning, in consultation with the Chairman, be authorised to **REFUSE** planning permission on the grounds that the proposal fails to make appropriate provision for open space, affordable housing and SAMM nor mitigate its impact in highway terms contrary to development plan policies and the provisions of the Council's supplementary planning document Planning Contributions - Transport 2008.

- 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 Prior to the construction of external walls, and installation of roofs and window frames, and notwithstanding the details submitted with the application, a schedule and/or samples of the materials to be used in these parts of the development shall be 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.\*

- 3 Prior to the installation of any paving, footpath and roadway surfaces within the development hereby approved, and notwithstanding the details submitted with the application, a schedule and/or samples of the surfacing materials to be used shall be 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.\*

- 4 Notwithstanding any details submitted with the application no works of construction of the buildings hereby approved shall start until plans showing details of the existing and proposed ground levels, proposed finished floor levels, levels of any paths, drives 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 and the character of the area.\*

- 5 The development shall not be occupied until details of all screen and boundary walls, fences, hedges or other means of enclosure 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 prior to first occupation.

Reason - To safeguard the amenities of neighbouring property.\*

- 6 Prior to first occupation of any part of the development hereby approved, the refuse bin storage facilities as shown on the approved plan relevant to that part of the development to which they relate shall be provided and made available for use and thereafter retained for their designated purpose.

Reason - To safeguard the amenities of the area.\*

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

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

- 8 Notwithstanding the details submitted with the application, details of a landscaping scheme for the site, including measures for biodiversity enhancement, shall be submitted to, and approved in writing by the Local Planning Authority and the scheme so approved implemented in full prior to the first occupation of any part of the development or the first available planting season whichever is the sooner. Any tree/shrub removed, dying or becoming seriously diseased within five years of planting shall be replaced by trees/shrubs of similar size and species to those originally required to be planted.

Reason - To ensure the development makes an adequate contribution to visual amenity, to meet the objectives of policy CP15 of the Rushmoor Core Strategy and having regard to policies NE2 and NE4 of the Rushmoor Local Plan Draft Submission 2017.

- 9 The development hereby approved shall not be occupied until the car parking facilities shown on the approved plans associated with that part of the development they are to serve have been completed and made ready for use by the occupiers. The parking facilities shall be thereafter retained solely for parking purposes (to be used by the occupiers of, and visitors to, the development). \*

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

- 10 No part of the development hereby approved shall be used or occupied until the proposed means of vehicular access has been completed and made available for use

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

- 11 The electric charging facilities shown on the approved plans associated with that part of the development they are to serve have been completed and made ready for use by the occupiers prior to first occupation of that part of the development to which they relate. The electric charging facilities shall be thereafter retained \*

Reason - In the interests of sustainable development, energy efficiency and to promote alternative modes of transport.

- 12 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

- 13 Prior to the erection of any part of the new buildings hereby approved and notwithstanding the details submitted with the application, a detailed drainage strategy including updated plans and calculations, information on exceedance flows including plans and calculations to demonstrate where water would flow and pond, details of any on and/or off site drainage works shall be submitted to and approved in writing by the Local Planning Authority together with details of arrangements for its maintenance. The scheme so approved shall be implemented in full prior to the first occupation of the development to which they relate and retained in perpetuity.

Reason - To reflect the objectives of Policy CP4 of the Rushmoor Core Strategy and to ensure that sufficient capacity is made available to cope with the new development in order to avoid sewage flooding and adverse environmental impact upon the community.

- 14 Details of measures to achieve the energy performance standards for the development in accordance with Code Level 4 for Sustainable Homes or equivalent shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of each individual building to which they relate. Such details as may be approved shall be implemented in full prior to the first occupation of that part of the development to which they relate and be retained in perpetuity.

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

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

- i) programme of construction work;
- ii) the provision of long term facilities for contractor parking;
- iii) the arrangements for deliveries associated with all construction works;
- iv) methods and phasing of construction works;
- v) access and egress for plant and deliveries;
- vi) protection of pedestrian routes during construction;
- vii) location of temporary site buildings, site compounds, construction materials and plant storage areas;
- viii) controls over dust, noise and vibration during the construction period;
- ix) provision for storage, collection and disposal of rubbish from the development during the construction period

Construction shall only take place in accordance with the approved method statement\*

Reason - In the interests of amenity and highway safety.

- 16 The development shall not be occupied until the cycle parking to serve that part of the development to which they relate as shown on the approved plans has been provided and made available for use, including the provision of covered cycle parking to be used by visitors. These facilities shall thereafter be retained for their designated purpose.

Reason - To promote alternative modes of transport

- 17 Prior to the first occupation of any part of the development details of the timetable for the provision of communal amenity spaces within the development and a maintenance strategy for the ongoing maintenance of these amenity spaces shall be submitted to the Local Planning Authority for approval. Once approved the communal amenity spaces shall be provided in accordance with these details and thereafter retained/maintained.

Reason – To meet the recreational needs of future residents .

- 18 In the event that demolition works are not to take place concurrently as part of the construction of the proposed development, a demolition strategy shall be submitted to the Local Planning Authority for approval. Once approved demolition and associated mitigation measures shall be undertaken in accordance with the approved strategy.

Reason - In the interests of the visual and residential amenities of the area and highway safety

- 19 No construction 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.\*

- 20 Before demolition of any existing buildings on the site begins a bat mitigation strategy will shall be submitted to and agreed in writing by the Local Planning Authority and implemented in accordance with the strategy so approved. The mitigation plan should include details of:-

- updated surveys and working practices to ensure no bats are harmed within the demolition process
- replacement roosts
- monitoring of the replacement roosts
- preservation and enhancement of bat foraging and commuting habitat

Reason: To ensure that bats are protected from harm

- 21 Prior to first occupation of that part of the development to which they relate details of a street lighting strategy including all parking areas shall be submitted to the Local Planning Authority for approval. Once approved the lighting shall be installed and made available for use prior to the first occupation of the development to which they relate and thereafter retained.

Reason - in the interests of amenity

- 22 Notwithstanding any details submitted in the application no dwelling shall be occupied until details of the location and appearance of the communal aerial/satellite/fibre facilities to that part of the development to which they relate have been submitted to and approved in writing by the Local Planning Authority. The approved system shall then be installed and made operational before the relevant dwellings are occupied. \*

Reason - In the interests of the visual amenity of the area.

- 23 The development hereby approved shall not be occupied until measures to protect buildings and garden areas from traffic or other external noise including the dog kennels within the Rushmoor Borough Council site have been implemented in accordance with a scheme to include, for example, bunds, acoustic barriers and double glazing which has been first submitted to and approved in writing by the Local Planning Authority.

Reason - To protect the amenity of the occupiers of the development.\*

- 24 Prior to the first occupation of any part of the houses hereby approved an arboricultural management strategy for trees within the site in perpetuity shall be submitted to the Local Planning Authority for approval to include as a minimum annual inspections and remedial tree works as necessary to demonstrate good arboricultural management and to ensure appropriate relationships between trees, buildings and amenity space/gardens are retained both within and beyond the site.

Reason - In the interests of the visual amenities of the area and to safeguard the amenities of proposed and adjoining occupiers.

- 25 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, E and G of Part 1 and Class A of Part 2 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 the character of the area, including having regard to trees of amenity value and to prevent adverse impact on traffic and parking conditions in the vicinity.

- 26 Prior to the first use of the vehicular entrance hereby approved an island shall be provided at the Meudon Avenue entrance to separate physically traffic entering and leaving the site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. Once approved the island shall be provided in accordance with these details and thereafter maintained and retained.

Reason - In the interests of pedestrian and cyclist safety.

- 27 Prior to the first occupation of the development the means of pedestrian and cycle access to the site, including the layout and construction details, shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority and thereafter retained.

Reason - In the interests of site accessibility and to promote alternative modes of transport

- 28 The development hereby approved shall be undertaken in accordance with the detailed Arboricultural Report prepared by WSP Parsons Brinckerhoff dated December 2017 with all tree protection measures being in place for the duration of construction of that part of the development to which they relate.

Reason- To safeguard amenity trees of value and in the interest of the character of the area.

- 29 The permission hereby granted shall be carried out in accordance with the following approved drawings - 0100 rev 2, 0101 rev 2, 0102 rev 2, 0103 rev 2, 0104 rev 2, 0105 rev 1, 0220 rev 2, 0201 rev 2, 0202 rev 2, 0203 rev 2, 0204 rev 2, 0205 rev 2, 0206 rev 2, 0207 rev 2, 0300 rev 1, 0301 rev 1, 0400 rev 1, 0401 rev 1, 0500 rev 1, 0600 rev 1, 0601 rev 1, 0602 rev 1 and 0603 rev 1

Reason - To ensure the development is implemented 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.

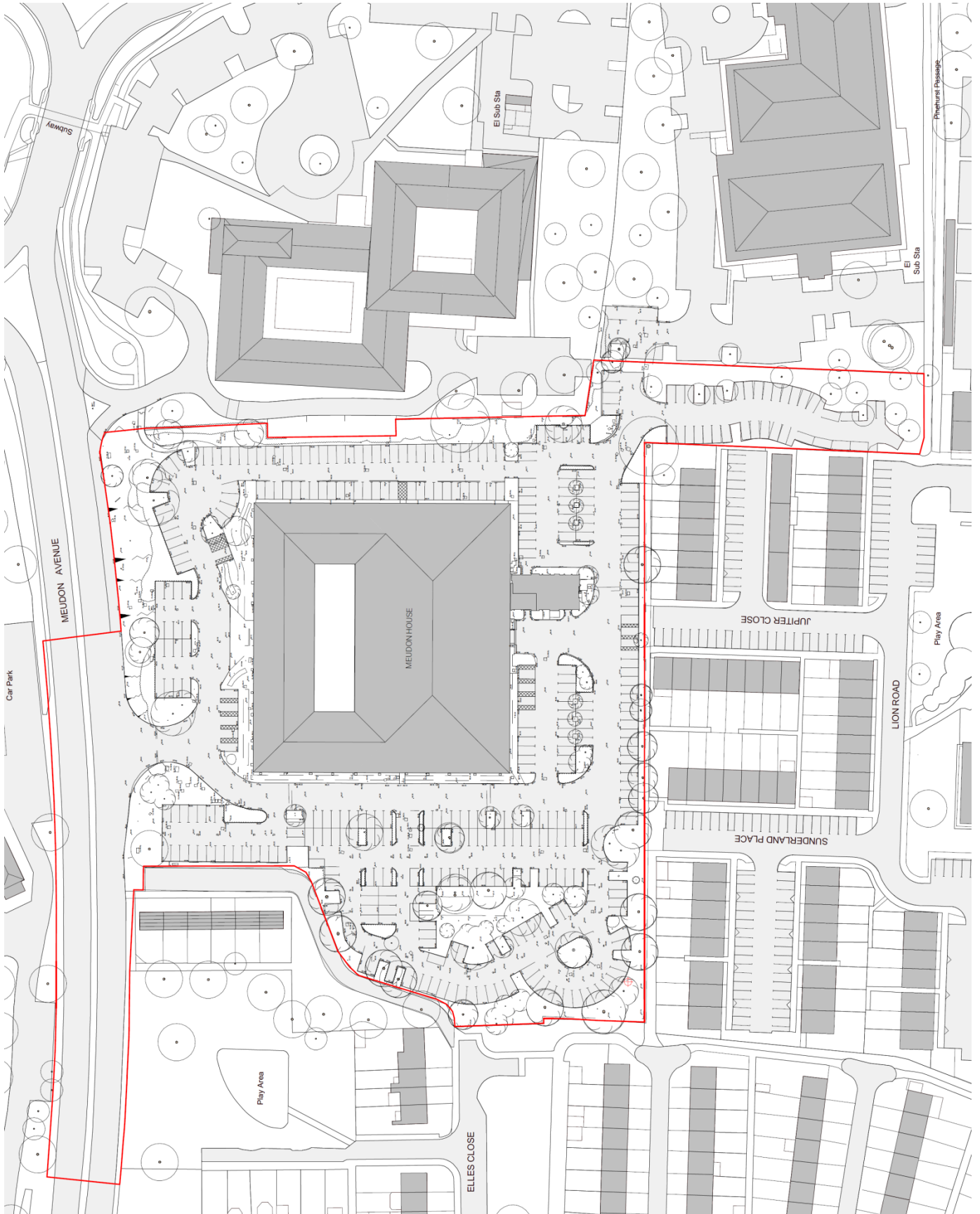
- 2      **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because the proposal would have an acceptable impact on the character of the area, it would create a satisfactory living environment for future occupiers, have an acceptable impact on adjoining non-residential and residential occupiers and meet the functional requirements of the development. The proposal is acceptable in highway terms, it makes satisfactory provision for affordable housing and public open space, addresses its impact on the SPA and secures appropriate energy efficiency measures. It complies with development plan policies, the Council's adopted Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy and the National Planning Policy Framework/Planning Practice Guidance. 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.
- 3      **INFORMATIVE -** Your attention is specifically drawn to the conditions marked \*. These condition(s) require either the submission and approval of details, information, drawings etc.by the Local Planning Authority **BEFORE WORKS START ON SITE, BEFORE SPECIFIC ELEMENTS OF THE PROPOSAL ARE CARRIED OUT** 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.
- 4      **INFORMATIVE -** This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 5      **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.
- 6      **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.
- 7      **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.

- 8      INFORMATIVE - The planning permission hereby granted does not authorise the applicant, or his agents, to construct a new/alterd 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.
- 9      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.
- 10     INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Operational Services for advice.
- 11     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.
- 12     INFORMATIVE - The applicant is advised that there may be a need to comply with the requirements of the Party Wall (etc.) Act 1996 before starting works on site. The Party Wall (etc.) Act is not enforced or administered by the Council but further information can be found on the Planning Portal website <https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance> and you are able to download The party Wall Act 1996 explanatory booklet.
- 13     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 0800 316 9800.
- 14     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. 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 are encountered at any point during development then all works must stop immediately and you should contact Natural England.
- 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 Operational Services.



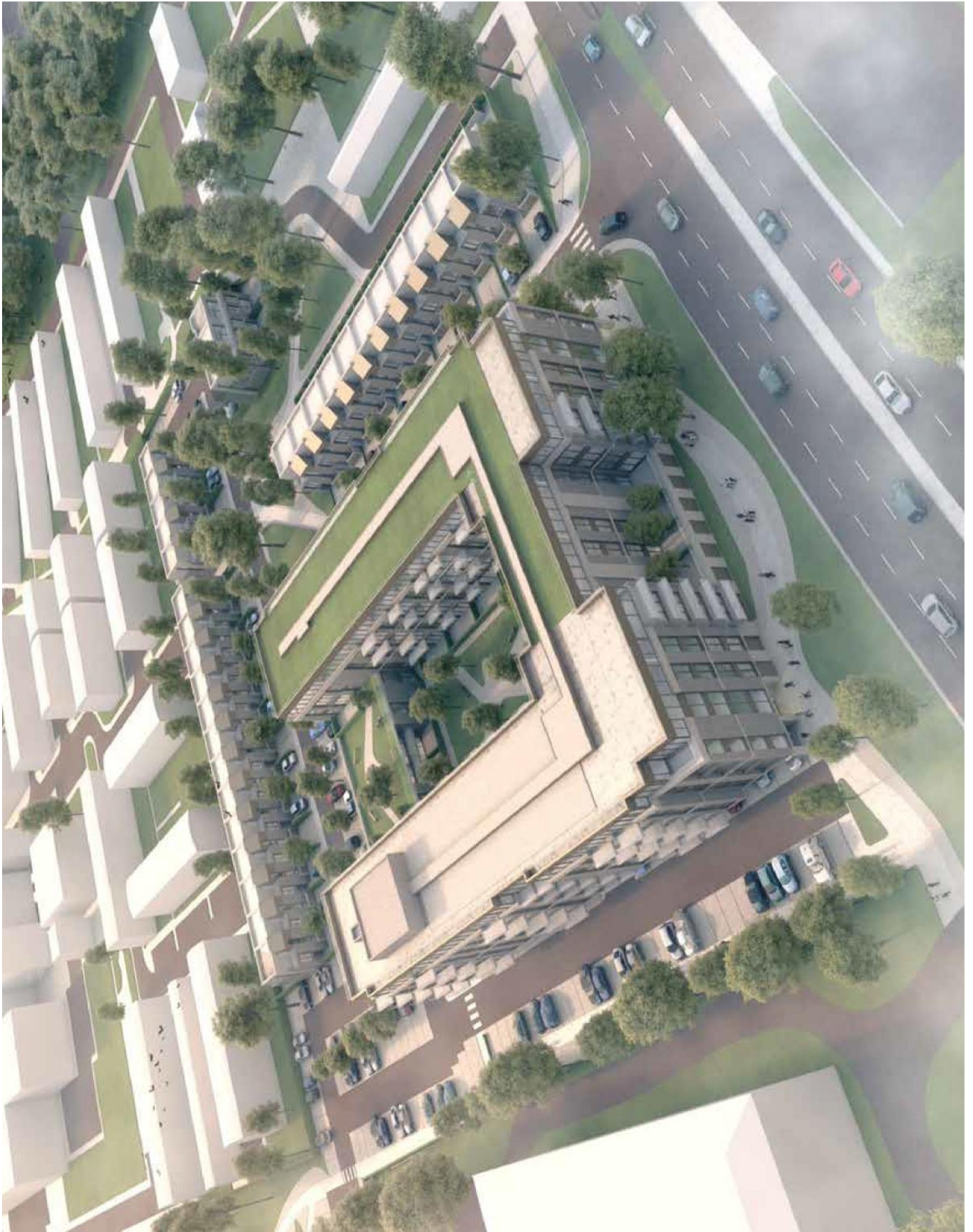
- 16     INFORMATIVE - All wild birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). If any trees are to be removed or buildings demolished during the bird breeding season (March-September inclusive) they should first be inspected by an experienced ecologist to ensure that no active nests are present. If an active nest is discovered it should be left in situ until the young have fledged.



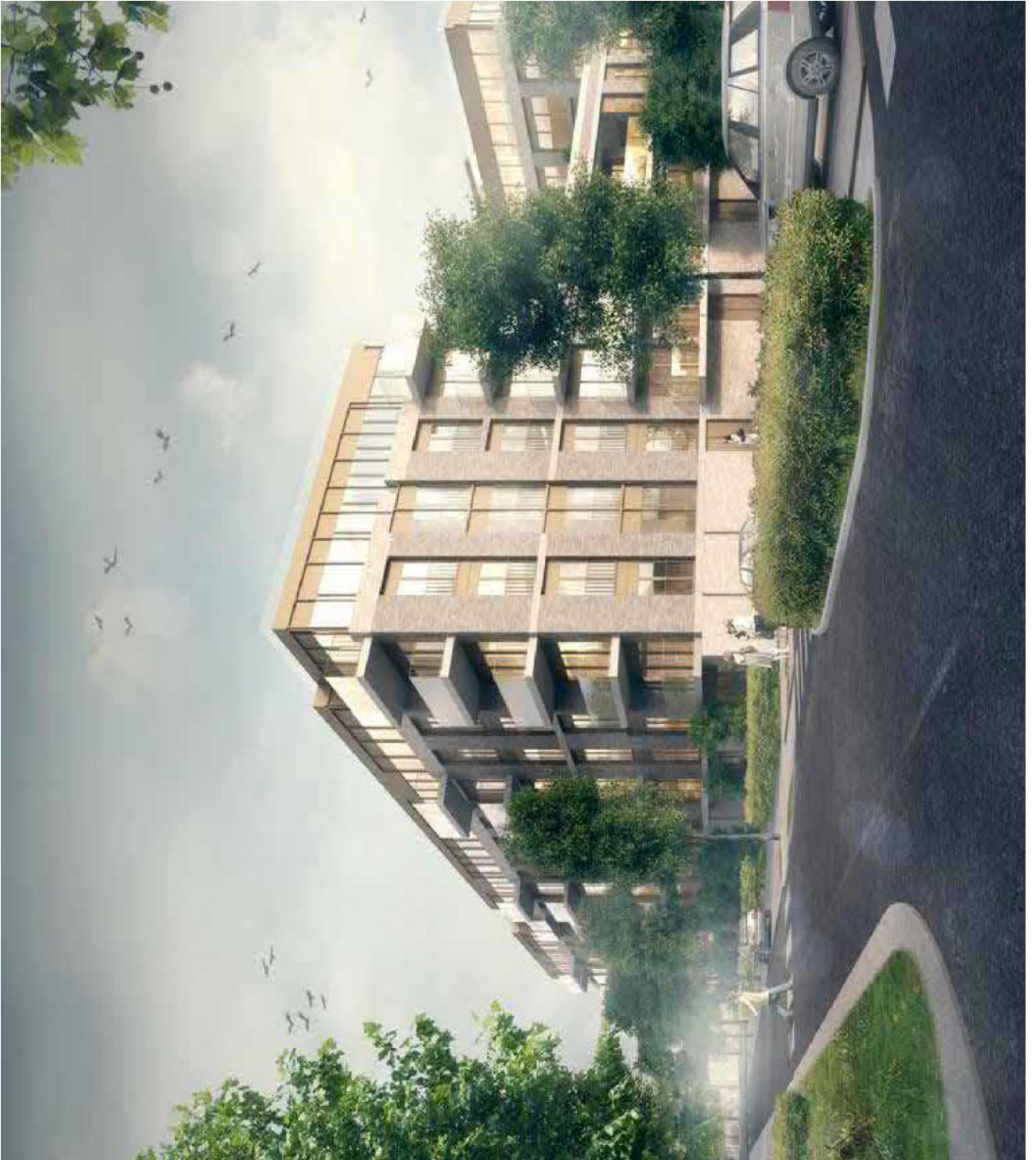




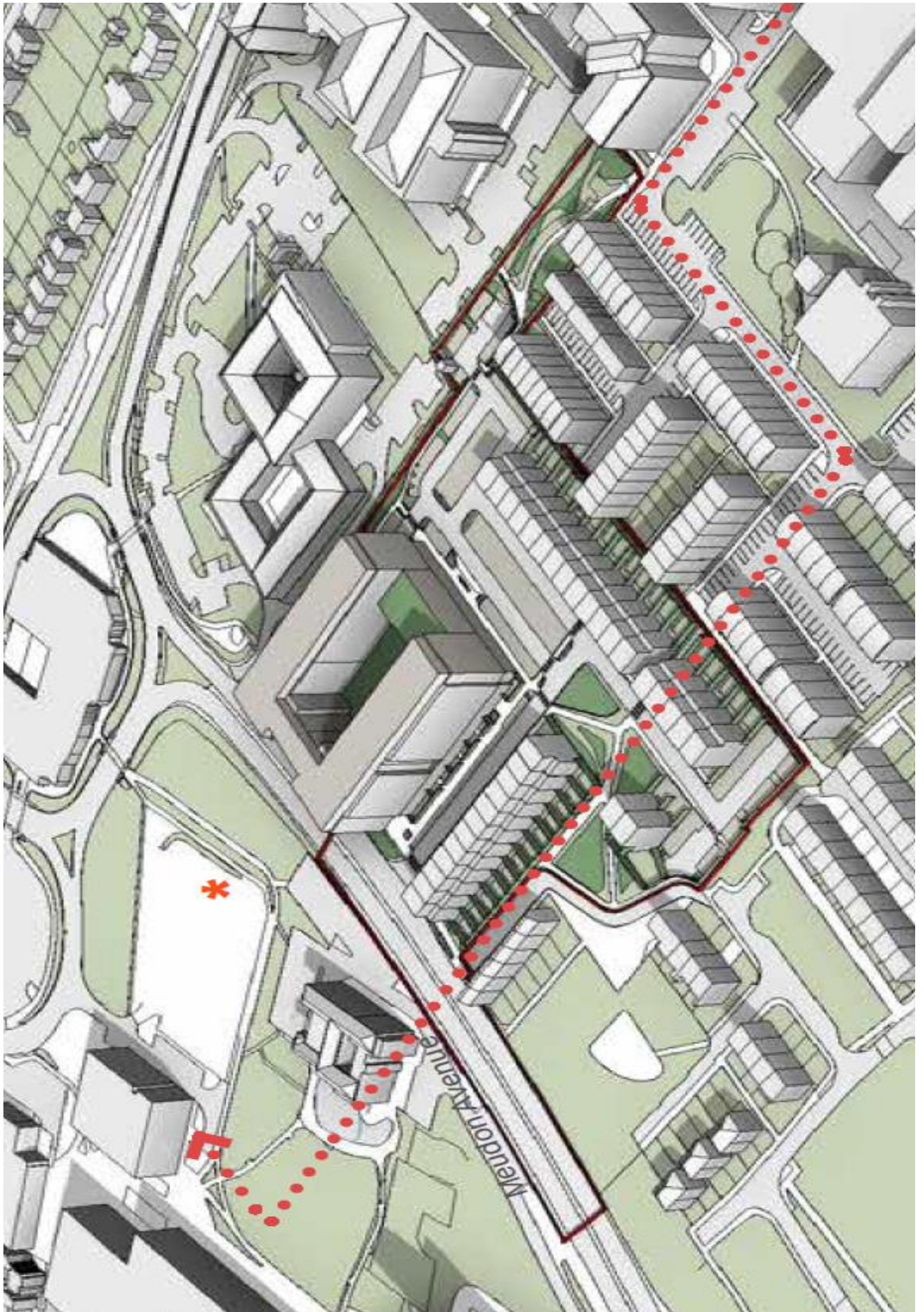






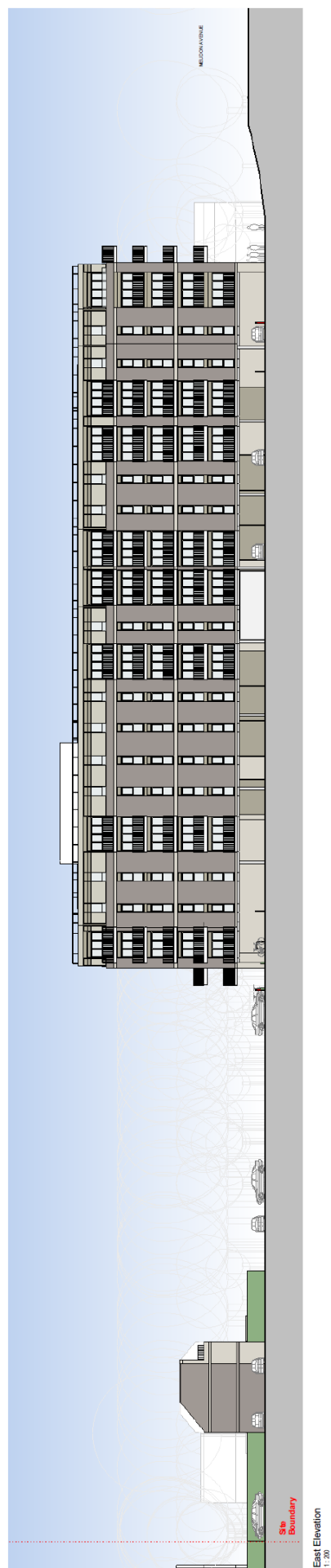
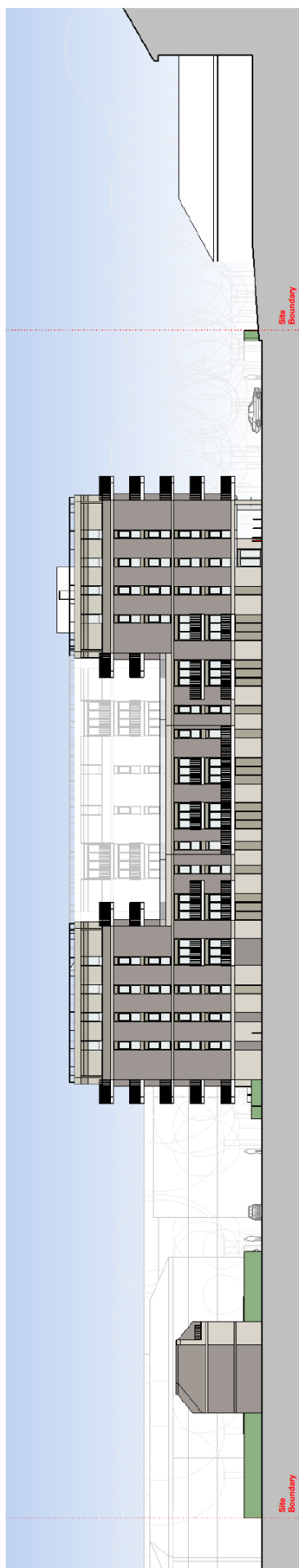






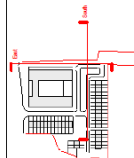






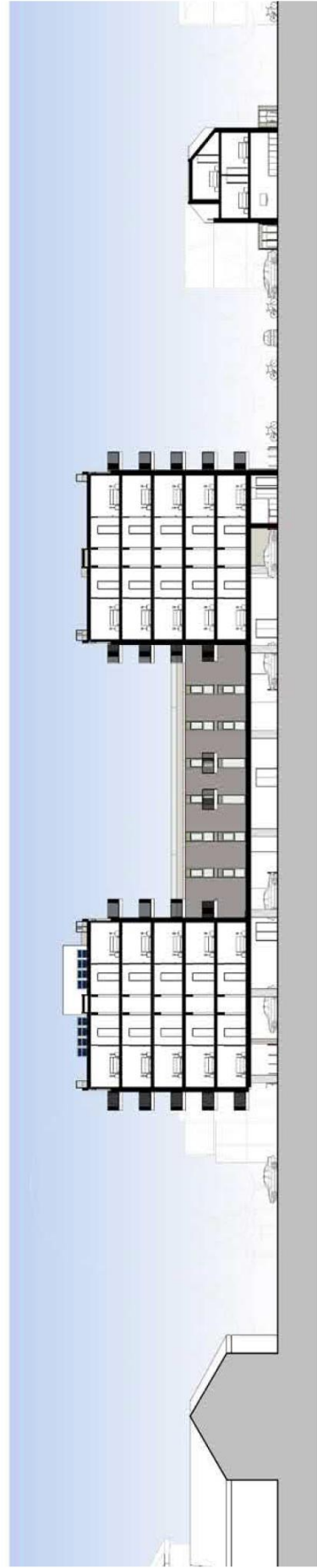
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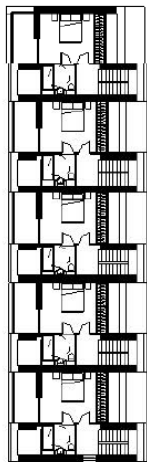
30 Widdowson Way Widdowson, Warrington Cheshire WA14 3JH Tel: 01925 2522 70 00 www.spc2.co.uk	Meidon House, Farnborough Farnborough	Meidon Courtyard South & East Elevations	Town Planning	1:2000@ A1	01/02/18												
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Meudon Courtyard - North Elevation + Section CC

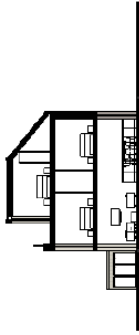




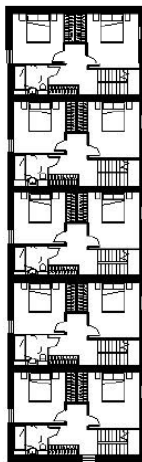
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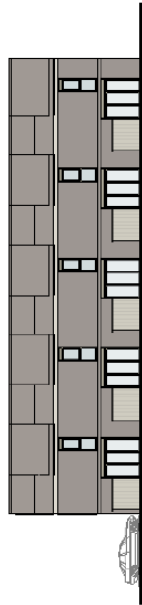
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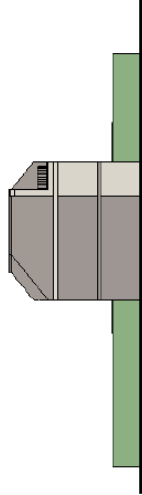
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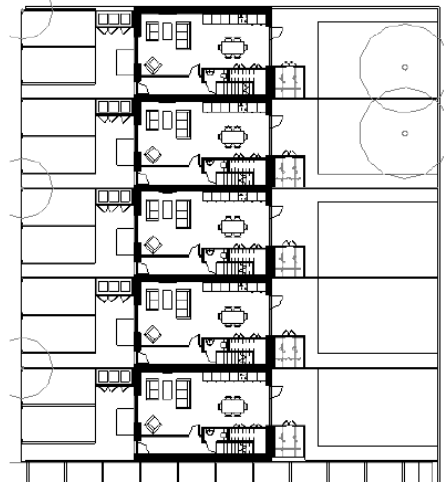
First Floor Plan  
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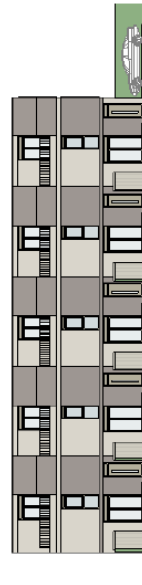
Rear Elevation - South  
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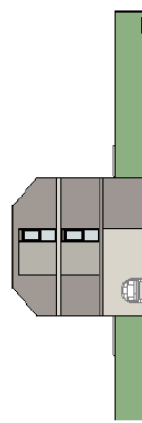
East Elevation  
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Ground Floor Plan  
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Front Elevation - North  
1:200



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

Case Officer	David Stevens
Application No.	18/00466/FULPP
Date Valid	25th June 2018
Expiry date of consultations	7th November 2018
Proposal	Erection of extensions and alterations to existing office building (Use Class B1) to facilitate conversion and change of use to residential use (Use Class C3) to provide 113 flats (comprising 7 X studio, 52 X 1-bedroom, 52 X 2-bedroom and 2 X 3-bedroom units); retention/provision of 199 on-site parking spaces and use of existing vehicular access to Farnborough Road; and landscaping including creation of new landscaped podium amenity courtyard
Address	<b>Pinehurst House, 117 Farnborough Road Farnborough</b>
Ward	Empress
Applicant	Pinehurst Investments Ltd
Agent	DRK Planning Ltd
Recommendation	<b>Grant subject to s106 Planning Obligation</b>

A Members' Site Visit was undertaken on Saturday 20 October 2018.

## **Description**

Pinehurst House (117 Farnborough Road) is a large vacant office building (Use Class B1) located in a backland position on a site adjoining the south boundary of the Council Offices and immediately behind the building converted into flats (115 Farnborough Road, previously known as the Hillside Convent) that fronts the west side of Farnborough Road (A325). Vehicular access to and from Farnborough Road for Pinehurst House, in the form of on- and off- slip-roads, is shared with The Convent building. The shared exit slip-road serving both these sites joins the Farnborough Road slip-road exit from the Council Offices.

The application site has an irregular, roughly rectangular, shape covering approximately 0.91 hectares, within which the existing office building [of some 7,400 sqm floorspace] occupies a footprint covering approximately 50% of the overall site. It is nearer to the south and east sides of the site behind The Convent building. It comprises two decks of car parking with two storeys of office space above. The parking levels are partially recessed below ground level towards

the front (east) side of the site as the ground levels fall towards the rear of the site to the west. Together with some surface car parking within the site to the side and rear of the building, there are 238 existing parking spaces.

To the south, the site abuts a tree-lined public footpath, Pinehurst Passage, which leads from Farnborough Road to Merlin Road. To the south of the path is a private parking area serving blocks of flats at Lynx Court, Buccaneer Court and Bell Court. To the rear (west) of the site, the site has an open boundary with car parking forming part of the Meudon House site. Beyond this land are residential dwellings at Lion Road and Jupiter Close. To the north the site shares a boundary with the Council Offices.

The Pinehurst House offices were formerly attached by a first-floor corridor bridge link to The Convent building when both were in office use. At the closest point the two buildings are separated by a façade-to-façade gap of 4.2 metres. Pinehurst House has deep overhanging eaves which reduce the gap at this level to 3.5 metres. The gap between the facades of the buildings is generally at least 6.6 metres for the southern side of The Convent. It is greater on the north side, at between 28.2 and 29 metres, where there is a hard landscaped entrance courtyard. Between Pinehurst House and The Convent is a drive serving a parking area used by some occupiers of the Convent. Further existing parking belonging to occupiers of the Convent adjoins the entrance courtyard of Pinehurst House. There is a further row of parking spaces to the north side of the access road. These parking areas for The Convent do not form part of the application site and are unaffected by the current proposal.

There are groups of mature trees along both the north and west boundaries of the site subject to Tree Preservation Orders. Further TPO trees are located outside the application on the other side of Pinehurst Passage and to the north and east of Lynx Court.

The application proposes the erection of extensions and alterations Pinehurst House. Primarily this involves removal of all of the existing shallow-pitched roofs (and plant) and the addition of up to three further storeys of accommodation under flat 'green' roofs. This would facilitate conversion of the building to residential (Use Class C3) providing 113 flats. The scheme comprises 7 studio, 52 1-bedroom, 52 2-bedroom and 2 3-bedroom units. 199 on-site parking spaces are proposed including retention of most of the existing car parking within the building, and most of the existing external surface parking. The development would use the existing Farnborough Road slip-roads as the means of access. Whilst there is an existing internal road link between the application site and the adjacent Meudon House site, this was an arrangement created when both were occupied by IBM. The sites are now in separate ownership and the link will be closed.

The existing mature landscaping (including TPO trees) within the site will be retained and some new and re-modelled landscaped areas for the use of residents will be created. The wooded area along the north boundary of the site (shared with the Council Offices) would be cleared of some undergrowth and informal paths created. The existing parking area adjoining the main entrance into Pinehurst House in the north-east corner would be re-graded and soft landscaped as a combination of private and communal amenity space. An existing internal lightwell would be enlarged and opened out to the north flank of the building by the removal of a section of the existing building above the parking levels. This would create a new private communal amenity area. A play area would be provided adjoining the west (rear) boundary of the site on land previously used for surface parking. An existing track running along the south boundary of the site parallel with Pinehurst Passage would be retained for emergency access. Each flat within the proposed development would be provided with some form of private amenity space in the form of balconies or roof terraces.

The application is supported by a Design & Access Statement, Planning Statement, Transport Statement incorporating a Framework Travel Plan, Air Quality Assessment, Arboricultural Impact Assessment, Daylighting & Sunlighting Report, Energy & Sustainability Statement, Flood Risk Assessment, Noise Impact Assessment, Preliminary Ecological Appraisal, Preliminary Structural Report, Public Consultation Statement, Economic Viability Assessment; and an Appropriate Assessment Information Form. Further supporting information on highways issues has been provided subsequently by the applicants' Transport Consultants to address requests for more information from the Highway Authority (Hampshire County Council).

In amended by plans received on 18 October 2018, the proposals indicate the possibility of creating a pedestrian and cycleway connection into the adjoining Meudon House site to the rear to link into the pedestrian path/cycleway proposed with that scheme. This is in addition to undertaking improvements to link the site into the existing pedestrian path/cycleway on Farnborough Road. These amendments have arisen as a result of discussions with the Highway Authority (Hampshire County Council) and on which a formal response is, at the time of drafting this report, awaited. Also submitted were a revised Framework Travel Plan and an amended Arboricultural Report.

The applicants' Economic Viability Assessment concludes that the proposed development cannot provide any affordable housing on viability grounds. This conclusion has been confirmed by independent analysis by the District Valuer's Office. The applicant is preparing a s106 Planning Obligation to secure Special Protection Area, Transport, Travel Plan and Public Open Space financial contributions; together with financial viability re-appraisal and overage clauses.

The application has been with the Council for some time and, at the time of writing, is currently subject to an agreed extension of time for determination expiring on 30 November 2018.

## **Relevant Planning History**

The land occupied by Pinehurst House and The Convent was previously part of Farnborough Technical College; and before that known as 'Hillside Convent'. Planning permission was granted in 1985 (RSH/04407) for the alteration and enlargement of the existing vehicular entrance from the College Site, which was combined with the Farnborough Road slip-road from the adjoining Council Offices.

Planning permission was granted in August 1988 (RSH/05603) for the refurbishment and partial demolition of existing building [The Convent] and change of use to offices; together with construction of new offices [Pinehurst House, originally known as the 'Hillside Convent Offices Annexe'] linked to existing building, provision of improved access, car parking and landscaping. This permission was then subject to amendments, with a revised scheme permitted in February 1989, RSH/05895. The development was implemented and built commencing in 1990.

Planning permission was granted subject to conditions in October 1990 (RSH/0715) for the formation of a vehicular and pedestrian access route to the adjoining site [Meudon House] and erection of traffic barrier at the exit onto Farnborough Road. In January 1994 planning permission was subsequently granted for the relief of Condition No.2 of planning permission RSH/07150 and the erection of a traffic control barrier at the vehicular entrance into the Pinehurst House offices site from the adjoining site [Meudon House], 91/00149/FUL. This barrier still remains in place at the boundary of the current application site and Meudon House.

Planning permission was granted in December 2013 for the change of use of the existing B1

office building [The Convent] to provide 13 two-bedroom and 1 three-bedroom flats 13/00493/COUPP. The first-floor corridor link between The Convent and Pinehurst House was removed prior to this application in mid-2013 following the grant of an earlier planning permission for residential conversion of The Convent building in December 2012, 12/00729/FUL.

The Council formally confirmed in July 2018 that the current proposals did not require an Environmental Impact Assessment (18/00484/SCREEN).

A planning application submitted by London Wall Outsourcing Investments Ltd relating to the adjoining Meudon House site is currently under consideration by the Council, 18/00140/FULPP. This application proposes demolition of existing structures and erection of 205 dwellings comprising 93 one-bedroom flats; 80 two-bedroom flats and 32 three-bedroom townhouses with associated access [to Meudon Avenue], parking and landscape arrangements. This application is also to be reported to this Committee.

In addition, here is a current outline application, 18/00367/OUTPP in relation to the former police station site submitted by Homes England for the erection of up to 174 units across 8 storeys (plus a semi-underground car park) with associated car parking, cycle parking, open space, landscaping, lighting, drainage and associated infrastructure, engineering and service operations (all matters reserved). This application is under consideration and will be reported to the Development Management Committee in due course

### **Consultees Responses**

Planning Policy	No planning policy objections.
Community - Contracts Manager (Bins)	No objections.
Environmental Health	No objections subject to conditions and informatives.
Parks Development Officer	Provides details of Public Open Space projects to which s106 contributions are required.
Environment Agency	No comment : The proposals are for development of a type and location that the EA do not wish to be consulted upon. EA Standing Advice should be consulted instead.
HCC Highways Development Planning	<p>No Highways Objections : Following receipt of amended plans and a revised Framework Travel Plan on 18 October 2018 subject to:-</p> <p>(1) the applicant entering into a s106 Planning Obligation to secure (a) a Transport Contribution of £49,343.90 towards cycle links from the site to Farnborough town centre to be used for either provision of a cycle link adjacent to the A325 Farnborough Road, or towards an alternative cycle route via the adjacent Meudon House development and crossing Meudon Avenue; (b) the submission and implementation of a full Travel Plan; (c) payment of Travel Plan approval (£1,500.00) and monitoring fees (£15,000.00).; and (d) provision of a surety mechanism to ensure implementation of the Travel Plan (a bond value of £41,750.00); and</p>



(2) imposition of a condition to require the submission of a Construction Traffic Management Plan.

Hampshire Fire & Rescue Service	No objections, but provides generic comments concerning fire safety precautions and facilities.
Housing	No objections on the basis that the non-provision of affordable housing is justified by an Economic Viability Assessment that has been independently reviewed on behalf of the Council. Nevertheless, it is recommended that Economic Viability re-appraisal clauses are incorporated into the s106 Planning Obligation in the event that completion of the development is protracted.
Natural England	No objection provided that appropriate SPA mitigation and avoidance is secured.
Thames Water	No comments received during the consultation period, thereby presumed to have no objections.
Hampshire & I.O.W. Wildlife Trust	No comments received during the consultation period, thereby presumed to have no objections.
Crime Prevention Design Advisor	No objections, but makes a number of recommendations for detailed crime prevention measures to be incorporated into the proposed development.
TAG	No objections.
Scottish & Southern Energy	No objections : Provides information and general guidance on the position of electricity cables on and in the immediate vicinity of the application site.
Southern Gas Network (Formerly TRANSCO)	No comments received during the consultation period, thereby presumed to have no objections.
South East Water	No comments received during the consultation period, thereby presumed to have no objections.
Lead Local Flood Authorities	No objections.
Aboricultural Officer	No objections subject to conditions.

### **Neighbours Notified**

In addition to posting a site notice and press advertisement, 176 individual letters of notification were sent to properties in Farnborough Road (including all of the Flats at 115 Farnborough Road), Buccaneer Court, Bell Court, Lynx Court, Jupiter Close, Lion Road, Farnborough College of Technology and the representatives of the applicants for planning application 18/00140/FULPP relating to Meudon House, Meudon Avenue. These written notifications have included all properties adjoining the application site.

## Neighbour Comments

Representations have been made by the occupiers of Flat Nos.2, 3, 6, 10, 12 & 13 The Convent; the owners of Flat Nos.1, 4, 5, 8, 9, 11 & 14 The Convent; The Convent Management Company (also the owner of Flat No.4); and the owner/occupier of 17 Lion Road. The following summary grounds of objection have been raised:-

- (a) Despite pre-application consultation by the applicants, the concerns of residents of The Convent have been ignored. The proposals are unreasonable. The applicant's suggestion that residents of The Convent broadly support the proposals are incorrect and the applicants have not fairly represented them.
- (b) Health and safety concerns for the construction period of the proposed development and beyond: The building phase will create extensive heavy traffic that would need to be completely isolated from the current site entrance off the A325 shared with The Convent flats. It is suggested that this could be addressed by the creation of a new access for the site off the A327 Meudon Avenue road to service vehicular access for both construction traffic and, indeed, the entire scheme once completed and occupied. *[Officer Note: this suggestion would involve significant use of land in separate private ownership and is part of the proposal. The impacts of the construction period of a development cannot be a material consideration when determining planning applications.]*
- (c) Whilst it is appreciated that the existing building is already located close the rear of The Convent building and it is more straightforward to build from the existing building structure, the proposed development would be significantly taller and/or bulkier than the existing building and building roof, thereby having a significant negative impact upon the narrow space between the proposed development and The Convent flats. This would be as a result of:
  - loss of light,
  - loss of outlook,
  - significant intrusion and overbearing impact,
  - loss of privacy due to overlooking from windows, balconies and roof terrace areas,
  - noise and disturbance, including additional traffic noise and from bin collections and other servicing,
  - air pollution etc.

Further, residents of The Convent would have no say in the moderation of the loudness of music and voices of residents of the proposed development using their balconies, terraces etc. Not all new residents would be reasonable in their behaviour and think of others.

When challenged about the issue of privacy and noise by Convent residents, the applicants dismissed their concerns as somewhat trivial.

It is suggested that more space be provided between The Convent building by setting the proposed development further back.

- (d) The fact that the Pinehurst House offices were allowed to be built so close to The Convent building (approximately 3.5 metres at the narrowest point) is hard to believe and the applicant's desire to build on the existing footings only compounds this previous bad decision : this should not be allowed to continue. The building as it currently exists

would certainly not get planning permission to be built next to The Convent flats if it was being proposed from scratch. The narrow gap between the buildings would also be unacceptable if new build on fire and health and safety grounds : it is considered unlikely that fire trucks with long extension ladders would be able to get round the back of the building. Providing a greater building-to-building separation would ease these concerns.

- (e) There are National and local guidelines which require a minimum separation distance between buildings of between 13 metres and 22 metres. *[Officer Note: References provided by the objectors appear to relate to documents published by other authorities; they do not form part of Rushmoor's Development Plan or supplementary planning documents.]*
- (f) The proposed development would infringe upon Convent residents' rights to light *[Officer Note: common law rights to light are a private property matter between landowners which can be asserted and established by those claiming to benefit from them; they are not a matter for consideration in the determination of a planning application.]*
- (g) The proposed development would result in the loss of existing private views from flats in The Convent *[Officer Note: loss of a private view is not a matter for consideration in the determination of a planning application.]*
- (h) The height of the proposed development is considered to be excessive. The proposed 5-storey height would not be in keeping with adjacent apartment blocks in the immediate area, which are generally of 3 and 4 storey height only and are well spaced from each other.
- (i) Unacceptable size, layout and density of development. The increased size and scale of building cannot be justified. The proposed development would completely change the character of the area and have a negative environmental impact on this urban green space. The proposed development is entirely out of keeping with the density found in The Convent, where there are only fourteen apartments.
- (j) The proposed development would have a negative heritage impact upon The Convent building, which is thought to be a Building of Local Importance. The Convent building is an asset to Farnborough and the western façade (the rear elevation) of The Convent buildings deserves to be more readily visible. *[Officer Note: The Convent building is not designated as a Building of Local Importance : the respondents who have raised this point have been advised of this.]*
- (k) Noise intrusion : a small amount of noise between these two buildings already echoes and travels a long way, but would be increased as a result of the proposed development. When in office use, the offices were empty at weekends and public holidays, therefore quiet;
- (l) With a greater density of occupants there would be many more smokers than used to stand around the exit points when the offices were in use.
- (m) When The Convent flats were marketed prospective purchasers were made aware that Pinehurst House was intended to be redeveloped. This appeared to offer the prospect of an improvement to the building's current dire architecture and the prospect of the inevitable disturbance was accepted. However owners/occupiers of The Convent flats

did not contemplate being presented with the development currently being proposed. *[Officer Note: This is not a matter that can be taken into account in the determination of this application].*

- (n) Increased traffic levels : The proposed development would cause significant traffic issues around the slip-road junction with Farnborough Road. The slip-road is shared with The Convent residents and the adjacent Council offices. The number of cars per household has increased in modern times, as have the range and number of home deliveries households receive. Vehicular activity associated with the proposed development would be 24/7, not just weekday working hours. The proposed development is considered likely to cause excessive use of the slip-road and create a significant bottleneck close to the already busy Pinehurst roundabout on the A325. Expecting the existing slip-road access to cope with the traffic associated with the proposed development is unrealistic and unsafe.
- (o) Inadequate parking provision for the needs of residents and their visitors. It is proposed that 197 on-site parking spaces be provided, but with 113 flats there will be more than 200 cars coming and going as most modern households have more than 1 vehicle. There has been no mention of visitor parking, which also needs to be addressed. There are no side roads for visitors to utilise in this vicinity, therefore any spare space on site will be used for parking, including The Convent parking area.
- (p) There is no clarity with the planning application about the demarcation between the existing Convent parking and the proposed soft landscaping of the proposed development. *[Officer Note: the submitted plans clearly show that all the parking provided for The Convent is separate from the parking and landscaping of the current proposed development.]*
- (q) There is an existing oversupply of apartments in the area : would the community not be better served by the site providing a smaller number of good family 3- or 4-bedroom executive homes instead of more apartments? The footprint of the development should be reduced and a scheme produced for a smaller number of good family homes. It is believed that the Council's quota for providing 1- or 2-bedroom apartments has already been exceeded *[Officer Note: there is no such quota. The Council must consider the proposals as submitted on their planning merits and cannot prescribe preferred alternative proposals as part of the development management process. The content and type of development proposed is a matter for the developer who must address the relevant Planning Policies. ]*
- (r) The strength of the existing foundations of Pinehurst House to support the additional storeys is questioned *[Officer Note: this is a matter for the Building Regulations and not a matter for consideration in the determination of a planning application. The applicants have, for information, submitted a Structural Engineers' Report with the application that concludes that the existing structure of Pinehurst House has more than sufficient capacity to support the load of the additional storeys without modification].*

Whilst raising specific objections as summarised above, a number of correspondents indicate that they are not opposed to the principle of the proposed residential re-development of the site. It is considered that the impact for Farnborough is potentially positive for retail trade, job opportunities and regeneration. However, it is considered equally important to ensure that negative impacts in the direct locality of the building are appropriately taken into account and minimised. It is strongly believed that the present proposal should be reviewed and other forms

of housing development for the site explored instead.

The occupier of No.17 Lion Road raises objection on the following specific additional grounds:-

- (s) The proposed development does not appear to provide any increase in the Rushmoor affordable house stock as per planning policy.
- (t) The submitted Noise Impact Assessment states that the proposed site has industrial premises at its western boundary and fails to identify that there are residential properties west of the proposed development.
- (u) The submitted Daylight and Sunlight Report needs to be checked for correctness. It has two blocks of residential properties to the west of the site both tagged 9-17 Jupiter Close on numerous drawings. However Lion Road has been omitted from the drawings.

The Farnborough Society comment that, although the site was originally occupied as offices with the access designed to cope with the traffic associated with a large number of staff based at the site, the access route should nevertheless be re-examined to ensure that it will be sufficient to meet the demands of the proposed 113 residential units.

All three Empress Ward Councillors (Cllrs Lyon, Smith and Munro) have, whilst emphasising that they are not opposed to the proposed flats per se, registered objection for the same principal grounds as set out in the preceding summary. They requested that the Committee undertake a Site Visit [which was undertaken on Saturday 20 October 2018] and that they be allowed to address Members at the Committee meeting when the application is to be considered. The following additional points are made:-

- (a) The proposed development would have an adverse impact upon the street scene – not just on Farnborough Road, but also on Kestrel Road and other roads in the Farnborough Central Development;
- (b) No account has been taken of the narrow corridor between the two developments (The Convent and the proposed development) both from a noise and fire safety perspectives. On this latter point, the fire safety of potentially evacuating so many residents through such a small space should be taken into account [*Officer Note: this is a matter for the Building Regulations and not a matter on which the application can be determined, however the gap between the two buildings would not be the only route to be used for the evacuation of the property in the event of a fire : there would be multiple evacuation points from a development of this scale.*]
- (c) The proposed development would encroach on green space which is well known to be the habitat for a number of birds and other wildlife in an area already short of such spaces;
- (d) The economic justification for not providing affordable housing in the scheme submitted by the applicants is incoherent – it is suggested that the developer has overpaid for the site and is looking for the Council to absorb this margin through accepting no affordable housing;
- (e) The applicant makes unrealistically low assumptions on car ownership and usage on the site. They also ignore the rising level of traffic associated with increasing home deliveries in the modern world, visits by visitors, workmen etc.

## Policy and Determining Issues

The site is within the built up area of Farnborough and part of a Key Employment Site also including the Council Offices and Meudon House. Farnborough Road close to the application site is a 'Green Corridor'.

The site is not located within or immediately adjoining a Conservation Area, nor a statutorily Listed Building, nor a non-statutory heritage asset such as a Building of Local Importance.

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 New Rushmoor Local Plan 2014 to 2032 contains emerging policies that are relevant to the consideration of the current application and has now reached an advanced stage of preparation. Proposed main modifications to the Plan are, at the time of writing this report, subject to public consultation following receipt of the Inspector's provisional findings after the Local Plan Inquiry held in May 2018. It is currently anticipated that the New Local Plan will be formally adopted in early 2019. However, where there is now no reason for any changes to be made to the policies and content of the Plan because no modifications are being recommended and/or there is no difference in the policy approach currently taken with the Core Strategy, the new Plan can be considered to carry some weight in the consideration of planning applications.

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 new National Planning Policy Framework (July 2018) and Planning Practice Guidance are also relevant.

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. Affordable housing;
8. Drainage issues;
9. Renewable energy and sustainability;
10. Access for people with disabilities; and
11. Public open space.

## **Commentary**

**1. Principle** - The proposals seek to re-use a vacant commercial site. Government legislation seeks to encourage and enable conversions of vacant offices into residential use. Whilst the current proposals are not 'permitted development' in this respect because the proposals involve the significant extension of the existing building, legislation clearly indicates the general acceptability of proposals for the residential conversion of vacant offices. The existing office use of the site has not been extinguished by the vacancy of the building; and planning permission would not be required for resumption of office use and occupation of the site; or, indeed, for residential conversion. These options remain as a significant 'fallback' position.

The proposed development is seeking to make more efficient use of previously developed land, which is a clear objective of the NPPF and local planning policy.

The application site is outside, but adjoining, the defined Farnborough Town Centre area. The site currently forms part of the Meudon Avenue Key Employment Site allocation, as designated under adopted Rushmoor Core Strategy Policy SS1 (Spatial Strategy). However, whilst Core Strategy Policy CP8 (Supporting Economic Development) seeks to resist the loss of employment land and to promote development which would support and enhance the function and operation of Rushmoor's Key Employment Sites, the emerging draft Rushmoor Local Plan de-allocates the Meudon Avenue site for employment use. The draft Rushmoor Local Plan was submitted to the Planning Inspectorate for examination in February 2018 and forms a material consideration in the determination of planning applications. The principle of residential development of this site is therefore considered acceptable. The Planning Policy Manager raises no objections to the proposals.

On the basis that the proposed development relies upon emerging policy the application has been advertised as a departure from the current Development Plan on a precautionary basis. The notification period in this respect expires on 7 November 2018.

Objections have been raised on the basis that the proposed density and height of development exceeds that of existing residential development in the vicinity. However, whilst some nearby residential development is in the form of two-storey houses, there are blocks of flats of similar height. The fact that the proposed development would be a larger single block and be of a density that is higher than the adjoining flats at The Convent is not considered to result in a harmful impact upon the character and appearance of the area overall. There are no policies in the Development Plan which prescribe the density or, indeed, height of development.

It is considered that the density and height of the proposed development is acceptable in principle and consistent with Government objectives and the Council's adopted and emerging planning policies.

**2. Visual Impact** – Although, as noted by objectors, the application site is visible from a

number of publicly accessible places on adjoining and nearby land, including from the Farnborough Central Development, it does not command a prominent position within the townscape. The site is obscured by the Convent building to the east and belts of mature trees to the north, west and south. Although the proposed development would result in a materially taller building, it would continue to benefit effectively from the same mature boundary screening. There would be minimal and acceptable loss of existing trees from the site. The proposed development is designed to make use of the existing building in modified and extended form; and to reflect the prevailing modern design and external appearance of adjoining and nearby residential buildings of comparable mass and height. The proposed development gives the opportunity to provide re-invigorated and new landscape planting to the site. It is considered that the overall visual impact of the development would be sympathetic and would not harm the established visual character and appearance of the area.

**3. Impact on neighbours** - The existing lawful use of the application site has the potential to have a significant impact on adjoining and nearby neighbours. This is most notably the case in respect of The Convent. The flat conversion of The Convent took place approximately five years ago and consequently, whilst aware of the likelihood of future use or development, residents there have not experienced Pinehurst House offices in full use. The lawful commercial office use could be resumed, and the consequences of this in terms of noise disturbance and activity, including car parking, traffic generation, lighting of external areas, and operation of plant etc. are a material consideration in the determination of the current application.

The significant degree of separation, intervening screening, and the design and orientation of the proposed flats from neighbouring residential development to the south and west (Lynx Court, Buccaneer Court and Bell Court, Lion Road and Jupiter Close) provides acceptable relationships with all of these neighbours. It is also considered that there would not be any material and harmful planning impact upon the Council Offices.

A Members' Site Visit was undertaken in this case partly in the context of representations from owners and residents of The Convent, who are the source of all but one of the objections received. The Site Visit included inspections of Flat Nos.2, 3, 4, 10, 12 & 13 The Convent, which represented examples of flats in the north and south halves of The Convent building on different storeys. At the core of the objections raised by owners and occupiers of The Convent is that they neither envisaged that proposals for Pinehurst House would involve the addition of further storeys of accommodation; nor that the existing building-to-building separation distance would be retained. They believe that the developer has paid inadequate regard to the impact on their properties, and that the proposed development would have an unacceptable impact upon them, primarily in terms of loss of day/sunlight, outlook and privacy.

The Council must consider whether or not the impact of the proposed development as submitted is materially harmful in planning terms to the extent that refusal of planning permission would be justified. Since the rear elevation of The Convent faces west it does not receive direct sunlight until after midday and receives most direct sunlight in the late afternoon and evening. In this respect it is important to take into account the existing relationship with Pinehurst House in terms of day/sunlighting, outlook and privacy. It is notable that the majority of windows in the rear elevation of The Convent are fitted with louvred Venetian blinds reflecting the proximity to the application building. The impact of the proposed development upon neighbours at The Convent (whether considered to be positive, neutral or negative) would be more significant in respect of some flats than for others.



The southern half of the rear elevation of The Convent mainly has a façade-to-façade separation of 6.7 or 7.6 metres at ground floor level. At the south end of The Convent there is a further element of the building that is set back 13 metres from the nearest ground floor façade of Pinehurst House. The central entrance and stairwell core of The Convent has a separation of 4 metres from Pinehurst House [which corresponds to the position of the former bridge link between the buildings] although this part of The Convent does not contain habitable rooms. The northern half of The Convent building is further separated from the façade of Pinehurst House. The minimum separation is approximately 28 metres between building facades. The rear elevation of the Convent building contains a significant number of windows to habitable rooms looking directly or obliquely towards Pinehurst House. Although objections have suggested that Pinehurst House should never have been built so close to the rear of The Convent, Pinehurst House was designed and built as an extension to that building when it was in office use. The building to building separation was considered acceptable when the conversion of The Convent was determined. The potential occupiers were aware of the existence and proximity of Pinehurst House and the likelihood of future development or use.

The proposal retains the existing building facades at ground level and the stepped-back first floor adjoining the south half of The Convent building, but proposes the removal of the substantial overhanging roof eaves that partially shade the gap between the buildings at these levels. The proposed additional storeys of accommodation feature a progressive and significant stepping back; and flat roofs designed to avoid impact on daylighting and aspect. The Daylighting & Sunlighting Report submitted with the application states that, in the developed condition, all windows in the rear elevation of The Convent building would retain adequate daylight and sunlighting. The elevation of the proposed development facing the rear elevation of the south half of The Convent is shown to be finished in red brick at ground floor level and more light-reflective finishing materials for the storeys above, comprising buff bricks and profiled composite and aluminium cladding panels.

Consideration has been given to privacy issues in the design of the east elevation of the proposed development. This elevation features fewer and smaller windows, comprising a mixture of obscurely-glazed and oriel designs to limit overlooking, and no balconies or terraces. Privacy screening would also be provided to the ends of the nearest amenity terrace balustrades facing north and south in the flank elevations of the proposed development with the same aim. Those areas of roof that are not to be amenity terraces would be 'green' roofs and not accessible for amenity purposes by residents. Planning conditions can be used to ensure that these privacy features are provided and retained thereafter.

The individual relationships between the proposed development and flats at The Convent are considered in the following paragraphs:-

#### South half of The Convent (Flat Nos.4, 13, 6, 14, 9, 10 and 12).

**Flat No.4** is a ground-floor 2-bedroom flat. It has three pairs of windows on the rear elevation serving the two bedrooms and the lounge. The lounge also receives light from the front of the building via the kitchen. The rear façade of this flat is 7.6 metres from the existing east elevation of Pinehurst house with a block paved vehicle driveway and some parking spaces to the side between. The existing eaves and roof edge of Pinehurst house project a further 0.7 metres into the gap between the buildings with the roof edge approximately half way up the windows.

As a result of the proposed development the existing separation from the ground- and first-floor levels of Pinehurst House would be unchanged, but the existing projecting roof eaves would be removed. The continuous panoramic glazing of the existing building would be replaced in this elevation by small obscurely glazed and/or directional windows. The most direct relationships would be with proposed flats Nos.007 and 108 at ground and first floor levels respectively. Although three additional storeys of building are proposed above these existing storeys, the extent of the set-back of the new storeys would be such that only the top halves of the elevations of the second- and third-floors (at this point containing flat Nos.205 and 303) would be visible to a person standing close to the windows of Flat No.4, at separation distances of 17 and 22 metres respectively. Obscurely-glazed privacy screens would be provided to the sides of the side facing balconies of flat Nos.303 and 304. The fifth-floor (at this point containing Flat No.401) would be set so far to the west that it would not be visible above the storey below from the windows of Flat No.4. Persons standing on the terrace area of Flat No.401 would not be able to see the windows of Flat No.4 due to the intervening parapets of the storeys below. It is considered that there would be no material and undue overlooking of windows from the new development; and no material diminution in the extent of day/sunlighting as a result of the increased height of building. It is considered that the impacts of the proposed development upon this neighbouring flat would be acceptable in planning terms.

**Flat No.13** is a ground-floor 2-bedroom flat which has its entrance door at the base of the stair turret at the southern end of the building. It has two pairs of windows on the rear elevation serving two bedrooms that are separated 6.7 metres from the ground floor east elevation of Pinehurst House, beside those of Flat No.4. This flat has a polygonal lounge area looking out over the gardens to the front of building which is unaffected by Pinehurst House.

The impact of the proposed development upon this ground-floor flat would be similar to that on Flat No.4. However, because Flat 13 is closer to the south-east corner of Pinehurst House and has the east facing lounge area, it is less affected by the Pinehurst building. The most direct relationships would be with proposed Flat Nos.008 and 108 in this respect at ground- and first-floor levels respectively, where the directional bedroom windows of Flat Nos.008 (and 007 beyond) and Nos.108 (and 107 beyond) would provide only limited oblique views towards the windows of Flat No.13. Although three additional storeys of building are proposed above the existing storeys, as with Flat 4, the extent of the set-back of the new storeys is such that only the top halves of the elevations of the second- and third-floors (at this point most directly containing Flat Nos.206 and 304) would be visible to a person standing at the windows of Flat No.13 at separation distances of 16 and 22 metres respectively. Obscurely-glazed privacy screens are to be provided to the sides of the sideways facing balconies of Flat Nos.206 and 304. The fifth-floor (at this point containing Flat No.401) is set so far back that it is not considered that it would be visible above the storey below from the windows of Flat No.13 and, as with Flat No.4, persons standing on the terrace area of Flat No.401 would be unable to see the windows of Flat No.13. It is considered that there would be no material and undue overlooking of the bedroom windows from the new development; and no material diminution in the extent of day/sunlighting as a result of the increased height of the building. It is considered that the impacts of the proposed development upon this neighbouring flat would be acceptable in planning terms.

**Flat No.6** is a first-floor 2-bedroom flat that has a similar layout and arrangement to Flat No.4 below and Flat No.9 above, with the main difference from these two adjoining flats being that the three pairs of rear-facing windows are slightly longer. These windows are situated 10 metres from the first-floor east elevation of Pinehurst House, with the eaves of the main roof projecting 0.7 metres closer to the windows of Flat No.6 and with the roof edge approximately

level with the mid-point of the windows. The rear windows serving the bedrooms and lounge of this flat overlook the main pitched roof of Pinehurst House which recedes to a distance of approximately 15 metres.

The windows of this flat are located above the retained ground-floor façade of Pinehurst House which would contain Flat No.007. This flat is also approximately a half-storey above the first-floor level of Pinehurst House which would contain bedrooms of Flat Nos.107 and 108. Obscurely-glazed and/or directional windows in these units would ensure that there would be no undue overlooking. A person standing directly at the windows of Flat No.6 would be 15 metres from the façade of Flat No.205 at second-floor level where the only facing window would be obscurely-glazed. The top half of the new third-floor level above (here containing Flat No.303 with facing lounge, kitchen and bedroom windows) would be 21 metres distant. The sideways-facing balcony of Flat No.303 would have an obscurely glazed privacy screen to the side. Only the upper part of the fifth-floor (containing Flat No.401) would be visible from the windows of Flat No.6 and a person standing on the terrace outside Flat No.401 would be some 26 metres distant, and the fifth-floor façade 28 metres distant. It is considered that there would be no material and undue overlooking of windows from the new development; and no material diminution in the extent of day/sunlighting as a result of the increased height of building. It is considered that the impacts of the proposed development upon this neighbouring flat would be acceptable in planning terms.

**Flat No.14** is a first-floor 2-bedroom flat above Flat No.13 and has a similar layout including a feature lounge area facing the front of The Convent building. The bedroom windows of this unit are affected by proximity to Pinehurst House. At this level the separation distance from Pinehurst House is approximately 9 metres with, like Flat No.6, the main roof edge of Pinehurst House approximately level with the mid-point of the flat windows. The direct view from these windows is largely of the roof slope of Pinehurst House.

It is considered that the impact of the proposed development upon this adjoining first-floor flat would be an amalgam of the impacts arising for Flat Nos.13 below and No.6 adjoining. As with Flat No.13, it is the bedrooms only of Flat No.14 that would be affected, since the lounge of this unit is located to the front of The Convent building. Because this flat is closer to the south-east corner of Pinehurst House, it is less affected in terms of day/sunlighting. Flat Nos.008 and 108 at ground- and first-floor levels respectively would both be at lower level such that the directional bedroom windows of Flat Nos.008 (and 007 beyond) and Nos.108 (and 107 beyond) would provide limited upward oblique views towards the windows of Flat No.14. A person standing at the bedroom windows of Flat No.14 would be 15 metres from the façade of Flat No.206 at second-floor level, where the only facing window would be obscurely-glazed and a further window would be a directional oriel window. The top half of the new third-floor level (here containing Flat No.304 with lounge window) would be 20 metres distant. The side-facing balcony of Flat No.304 would have an obscurely-glazed privacy screen. Only the top half of the fifth-floor (containing Flat No.401) would be visible from the windows of Flat No.14 and a person standing on the terrace outside Flat No.401 would be 26 metres distant and the fifth-floor façade 28 metres distant. It is considered that there would be no material and undue overlooking of the bedroom windows from the new development; and no material diminution in the extent of day/sunlighting as a result of the increased height of building. It is considered that the impacts of the proposed development upon this neighbouring flat would be acceptable in planning terms.

**Flat No.9** is a second-floor 2-bedroom flat with a similar layout to the flats below: Flat Nos.6 and 4. It has rear windows identical to Flat No.4 also serving the bedrooms and the lounge, although there is no kitchen window providing extra light to the lounge from the front of the

building. The top of the existing pitched roof of Pinehurst House is approximately level with the mid-point of the rear windows of this flat at a separation of 15 metres.

It is considered that this neighbouring flat would not be materially affected by the proposals in respect of the ground- and first-floor levels, since these are below. The proposed new second-floor level (here containing Flat No.205 with a single obscurely-glazed window in the facing elevation) would also be almost a storey lower and separated by 15 metres. The side-facing terrace of Flat No.205 and balcony of Flat No.303 above would have obscurely-glazed privacy screens to the side. A person standing directly behind the windows of Flat No.9 would be slightly lower than, and separated 20 metres from, the façade of Flat No.303 at proposed third-floor level, which would contain facing lounge, kitchen and bedroom windows. A person standing at the windows of Flat No.9 would see the top-half of the fifth-storey containing Flat No.401 above the parapet roof edge of the storey below at a separation distance of 27 metres. A person standing on the terrace outside Flat No.401 would be some 24 metres distant. It is considered that there would be no material and undue overlooking of windows from the new development; and no material diminution in the extent of day/sunlighting as a result of the increased height of building. It is considered that the impacts of the proposed development upon this neighbouring flat would be acceptable in planning terms.

**Flat No.12** is a third-floor 2-bedroom flat. It has three dormer windows in the rear roof slope of The Convent serving the bedrooms and lounge. This flat is at a noticeably higher elevation than the roof of Pinehurst House and looks down on the large expanse of the roof and roof plant of this adjoining building.

It is considered that the windows of this neighbouring flat would be materially unaffected by the proposed development at ground-, first- and second-floor levels, since these storeys are considerably lower. The proposed third-floor (most directly containing Flat No.303 with facing lounge, kitchen and bedroom windows and a privacy-screened sideways-facing balcony) would be 22 metres distant and still lower down. The proposed fifth-storey level containing Flat No.401 is at an equivalent level and separated some 28 metres façade to façade, with a person standing on the terrace area outside this unit being 25 metres distant. It is considered that there would be no material and undue overlooking of windows from the new development; and no material diminution in the extent of day/sunlighting as a result of the increased height of building. It is considered that the impacts of the proposed development upon this neighbouring flat would be acceptable in planning terms.

**Flat No.10** is a two-storey 2-bedroom duplex flat located over the second- and third-floors of The Convent building above Flat No.14. This flat has two pairs of long windows which are shared between the two floors of the flat. At second-floor the windows serve the bedrooms, whilst all four windows serve a lounge/kitchen living space at third-floor level above. The cill of the **bedroom** windows is approximately level with the top of the adjoining pitched section of the main roof of Pinehurst House at a distance of 14 metres, with the remainder of the roof slope in view. The **lounge** windows are at a higher level than the roof of Pinehurst House and, like the windows of Flat No.12, look down upon the expanse of the roof of the adjoining building. This flat also has a study room at second-floor level at the top of the stair turret above Flat No.14.

It is considered that the bedroom windows of this neighbouring flat would be materially unaffected by the proposed development at ground- and first-floor levels, since these storeys of Pinehurst House are considerably lower. Since the lounge windows of Flat No.10 are a storey above, it is considered that these windows are also unaffected by the proposed second-floor level, most directly containing Flat No.206 here. A person standing at the bedroom windows of Flat No.10 would be separated 14.5 metres from, and approximately a

half-storey height above, the façade of Flat No.206, which would contain an obscurely-glazed window and a directional oriel window. The opposite façade of Flat No.304 on the storey above (containing a lounge window) would be slightly higher than the bedroom windows of Flat No.10, with a separation distance of 19 metres. The safety rail and parapet roof edge of the storey below would also be likely to provide some partial screening between the two flats. The side-facing balconies of Flat Nos.205 and 304 above would have obscurely-glazed privacy screens to the side. A person standing in the bedroom windows of Flat No.10 would be able to see the top half of the fifth-floor storey containing Flat No.401, but at a separation distance of 26 metres. A person standing on the terrace of Flat No.401 would be no less than 23 metres from the bedroom windows of Flat No.10.

The lounge windows of Flat No.10 would be at a higher level than Flat No.304 at the third-floor level, with would have facing lounge window at a distance of 19 metres. The façade of Flat No.401 at fourth-floor level (containing two corner lounge windows and a bedroom window) would be higher and separated by a distance of 25.5 metres. A person standing on the terrace outside Flat No.401 would be no less than 23 metres distant. Whilst the lounge windows in particular of Flat No.10 command wide views above and beyond the existing Pinehurst House that would be affected by the proposed development, it is not however considered that this would be to the extent that permission could be refused on this ground.

It is therefore considered that there would be no material and undue overlooking of windows from the new development; and no material diminution in the extent of day/sunlighting as a result of the increased height of building on this neighbouring flat. It is considered that the impacts of the proposed development upon this neighbouring flat would be acceptable in planning terms.

#### North half of The Convent (Flat Nos.3, 2, 5, 7, 8 and 11).

Flats in the north half of The Convent have a different relationship with Pinehurst House, which is sited further from the rear elevation in this area. The closest separation being at the east end of the north elevation adjoining the position of the former bridge. This existing section of the north elevation has a projecting element with a gable roof at the main entrance to the building, which is to be removed. The Pinehurst House parking spaces adjoining the main entrance are to be removed and the area planted as a communal amenity area. Due to the degree of separation from the directly facing east elevation of the proposed development (containing Flat Nos.003 & 004, 103 & 104, 203 and 301), it is not considered that any material or undue impact from this direction. Accordingly it is considered that the main impacts upon flats in the north half of The Convent arise from the oblique impact of the proposed additional storeys of building and the possibility of oblique overlooking as a result of the provision of windows, amenity terraces and balconies in this elevation. As with the flats in the south half of the Convent, the impacts are reduced at upper storey levels.

**Flat No.3** is a ground-floor 2-bedroom flat. It has an internal layout and rear window arrangement that mirrors Flat No.4. It has three pairs of windows on the rear elevation serving two bedrooms and the lounge. The direct separation of these windows is some 29 metres. This flat has a closer relationship with a section of the north elevation of Pinehurst House [containing the main entrance and gabled roof] which is right angles level with the central staircase core of The Convent building.

The proposed development would result in the creation of amenity terrace for Flat Nos.007 and a balcony for Flat No.107 at ground and first-floor levels in the retained north elevation of Pinehurst House. these would be provided with obscurely glazed privacy screens to the side. The impact of the proposed additional storeys above is reduced due to the progressive

stepping back of the storeys in west and south directions. The nearest corner of the terrace of Flat No.205 (also provided with a privacy screen to the side) would be between 17 and 19 metres at an oblique angle. The roof and parapet of the storey below would also prevent views of the windows of Flat No.3. The separation distance and viewing angle increases with respect to the balcony for Flat No.303 on the third-floor. Windows in the east elevation of this proposed unit are further separated again, with views of the windows of Flat No.3 also likely to be blocked by the projecting central section of The Convent building containing the main entrance and staircase. The nearest corner of the terrace balustrade of Flat No.401 is approximately 26 metres distant. It is considered that there would be no material and undue overlooking of windows of Flat No.3 from the new development; and no material diminution in the extent of day/sunlighting as a result of the increased height of building. It is considered that the impacts of the proposed development upon this neighbouring flat would be acceptable in planning terms.

**Flat No.5** is a first-floor 2-bedroom flat with an internal layout and rear window arrangement that mirrors Flat No.6. It has a similar layout to Flat No.3 below and Flat No.8 above. It has a relationship with Pinehurst House that is similar to that of Flat No.3 albeit located on the floor above.

This flat would have a similar relationship with the proposed development and similar separation distances and oblique viewing angles from the same proposed flats as for Flat 3. It is considered that there would be no material and undue overlooking of windows of Flat No.5 from the new development; and no material diminution in the extent of day/sunlighting as a result of the increased height of building.

**Flat No.2** is a two-storey 2-bedroom duplex flat located over the ground- and first-floors of The Convent building below Flat No.7. It has an entrance at the base of the north stair turret adjacent to the site vehicular access and the flat includes part of the staircase within the unit itself. This flat has two pairs of windows on each floor, with all four windows at ground-floor level serving the lounge. Due to a fall in ground levels adjoining this section of The Convent, the ground floor is significantly above ground level when viewed from the exterior. The two pairs of windows at first-floor level in this flat serve the bedrooms. All of the windows of this flat in the rear elevation are 28 metres from the facing portion of Pinehurst House across an intervening parking area and a proposed communal amenity area beyond.

A combination of significant separation distance and/or an oblique viewing angle means that there would be no material and undue overlooking of Flat No.2. Furthermore, it is considered that there would be no material diminution in the extent of day/sunlighting as a result of the increased height of building.

**Flat No.8** is a second-floor 2-bedroom flat with an internal layout and rear window arrangement that mirrors Flat No.9. It has a similar layout to Flat Nos.5 and 3 below. As with Flat Nos.3 and 5, this flat is located closest to the section of the north elevation of Pinehurst House containing the main entrance, which is situated at right angles.

Given the separation distances and oblique relationship, it is considered that there would be no material and undue overlooking of Flat No.8, and no material diminution in the extent of day/sunlighting as a result of the increased height of building.

**Flat No.7** is a two-storey 2-bedroom duplex flat located over the second and third floors above Flat No.2 and mirrors the arrangement of Flat No.10 with the windows serving bedrooms and a lounge. It has the same separation distances from Pinehurst House as Flat No.2, only with a more elevated position.

This neighbouring flat with windows in the rear elevation of the Convent building is the furthest from the proposed development. It is considered that no material and undue overlooking from the proposed development would arise. Furthermore, it is considered that there would be no material diminution in the extent of day/sunlighting as a result of the increased height of building.

**Flat No.11** is a 2-bedroom third-floor flat that mirrors Flat No.12 and has three dormer windows in the rear roof slope. It is above Flat No.8. As with Flat No.7, the windows of this flat (serving the bedrooms and lounge) have an elevated view over the wider expanse of the roof of Pinehurst House.

The elevated position and orientation of this flat in relation to Pinehurst House means that it is also considered that no undue relationships with the proposed flats and amenity terraces and balconies would arise with the proposed development. Furthermore, it is considered that there would be no material diminution in the extent of day/sunlighting as a result of the increased height of building.

It is appreciated that owners and occupiers of flats at The Convent are concerned by, and object to, the impact of the proposed development which will inevitably change the aspect and environment to which they are accustomed and which existed when they acquired their flats.

An objective analysis of the impacts of the proposed development upon each individual flat concludes that, whilst the result would be significant to varying degrees, the amenities and living environment of The Convent flats would not be affected to the extent that it would be reasonable to refuse planning permission for this reason.

The Council's Environmental Health Team recommend that a condition be imposed to require submission of a Construction Method Statement to set out the measures to be employed during the construction phase to minimise noise, vibration, dust and other emissions as far as practicable to protect neighbouring amenity. Likewise the parking and traffic generation impacts of the demolition, construction and fitting-out periods of the development. Although planning applications cannot be refused on account of the likely construction phase impacts, it is considered reasonable to require the submission of details of construction management measures given the scale of the development and the clear potential for this to give rise to nuisance and inconvenience to neighbours.

#### **4. The living environment created -**

All the proposed flats would provide accommodation meeting or exceeding the Government minimum internal floorspace standards appropriate for their level of occupancy. They would also be provided with balconies providing appropriate private usable amenity space in accordance with the requirements of emerging New Rushmoor Local Plan Policy DE3. The proposed flats would also be provided with shared communal amenity areas on site; and some existing landscaped areas containing mature trees would also be retained on site. The plans also show provision of a gymnasium facility within the development.

The Air Quality Report submitted with the application demonstrates to the satisfaction of the Council's Environmental Health Team that impacts of the operational phase of the proposed development on local air quality will not be significant and be below the relevant UK air quality objective levels. In terms of the construction phase of the development, it is noted that some adverse impacts are identified and appropriate mitigation measures are recommended,

which Environmental Health recommend be incorporated into Construction Method Statement.

The submitted Noise Impact Report has assessed the existing noise environment in the vicinity of the site. Whilst the Report does consider the existing noise from operations at Farnborough Airport, it does not take into consideration the fact the airport has permission for up to 50,000 business aviation movements per annum by 2019. This is a potential doubling of movements over those currently experienced, representing a potential 3dB increase in daytime noise levels that needs to be accounted for when determining the level of noise mitigation required. Furthermore, whilst Environmental Health consider that it is possible to specify adequate sound insulation measures to address this, detail is lacking about what the insulation measures would or could be. Accordingly, it is recommended that a condition be imposed requiring the submission of details concerning the type of glazing and ventilation to be used for all habitable rooms to achieve the appropriate internal noise levels.

The internal layout of a development is a functional matter between a developer and his client and is to some extent covered by the Building Regulations. It is a matter for prospective purchasers/occupiers to decide whether they choose to live in the proposed development. Nevertheless, it is considered that the living environment created would be acceptable.

**5. Impact on Wildlife** - The European Court of Justice judgement in 'People Over Wind, Peter Sweetman v Coillte Teoranta C-323/17' in April 2018 established the legal principle that a full appropriate assessment (AA) must be carried out for all planning applications involving a net gain in residential units in areas affected by the Thames Basin Heaths SPA, and that this process cannot take into account any proposed measures to mitigate any likely impact at the assessment stage. This process, culminating in the Council's Appropriate Assessment of the proposals, is overall described as Habitats Regulation Assessment (HRA).

Undertaking the HRA process is the responsibility of the decision maker (in this case, Rushmoor Borough Council) as the 'Competent Authority' for the purposes of the Habitats Regulations. The following paragraphs comprise the Council's HRA in this case:-

#### HRA Screening Assessment under Regulation 63(1)(a) of the Habitats Regulations.

The Thames Basin Heaths SPA is designated under the E.C Birds Directive for its lowland heathland bird populations. The site supports important breeding bird populations, especially Nightjar *Caprimulgus europaeus* and Woodlark *Lullula arborea*, both of which nest on the ground, often at the woodland/heathland edge; and Dartford Warbler *Sylvia undata*, which often nests in gorse *Ulex* sp. Scattered trees and scrub are used for roosting.

Heathland is prone to nitrogen deposition due to increases in Nitrogen Oxide. Calculations undertaken for the Rushmoor Borough Council Local Plan found that there will be no in-combination impacts on the habitats as a result of development in the Local Plan, including an allowance for 'windfall' housing developments. However within the screening process it will need to be ascertained whether development outside the Local Plan within 200m of the SPA will increase vehicle movements to above 1000 extra trips/day or exceed the Minimum Critical Load by over 1% either alone or in-combination with the Local Plan.

The bird populations and nests are very prone to recreational disturbance, with birds vacating the nests if disturbed by members of the public. This leaves the young unprotected and increases the risk of predation. Dogs not only disturb the adults, but can directly predate



the young.

Visitor surveys have shown that the visitor catchment area for the Thames Basin Heath SPA is 5km, with any proposals for residential development within this catchment contributing to recreational pressure on the SPA. The research also evidenced that residential development within 400m of the SPA would cause impacts alone due to cat predation of adult and young birds.

The retained South East Plan Policy NRM6 and adopted Rushmoor Core Strategy 2011 Policy CP13 (Thames Basin Heaths Special Protection Area) and Thames Basin Heaths Avoidance & Mitigation Strategy (2018)], state that residential development within 400m of the SPA should be refused and development within 5km of the SPA should provide Strategic Alternative Natural Greenspace (SANG) of 8ha/1000 additional population and contributions to Strategic Access Management and Monitoring Measures (SAMM) dependant on the number of bedrooms.

It is considered that there is sufficient information available with the planning application provided by the applicants with which the Council can undertake the HRA process. In this case the proposed development involves the creation of 113 net new residential flats close to Farnborough Town Centre. As such, the proposed development is located within the 5km zone of influence of the SPA but outside the 400 metre exclusion zone. The proposed development is neither connected to, nor necessary to the management of, the Thames Basin Heaths SPA. Furthermore, the proposed development would not result in a net increase in traffic movements in excess of 1000 vehicular movements per day in proximity to the SPA.

All new housing development within 5 km of any part of the Thames Basin Heaths SPA, of which the current proposals would make a contribution, is considered to contribute towards an impact on the integrity and nature conservation interests of the SPA. This is as a result of increased recreation disturbance in combination with other housing development in the vicinity of the Thames Basin Heaths SPA. Current and emerging future Development Plan documents for the area set out the scale and distribution of new housebuilding in the area up to 2032. A significant quantity of new housing development also results from 'windfall' sites, i.e. sites that are not identified and allocated within Development Plans. There are, therefore, clearly other plans or projects for new residential development that would, together with the proposals the subject of the current planning application, have an 'in-combination' effect on the SPA. On this basis it is clear that the proposals would be likely to lead to a significant effect on European site (i.e. the Thames Basin Heaths SPA) integrity.

#### Appropriate Assessment under Regulation 63(1) of the Habitats Regulations.

If there are any potential significant impacts upon the Thames Basin Heaths SPA, the applicant must suggest avoidance and/or mitigation measures to allow an Appropriate Assessment to be made. The Applicant must also provide details that demonstrate any long term management, maintenance and funding of any such solution.

The project the subject of the current planning application being assessed would result in a net increase of dwellings within 5 km of a boundary of part of the Thames Basin Heaths SPA. In line with Natural England guidance and adopted Rushmoor Core Strategy 2011 Policy CP13 and Thames Basin Heaths Avoidance & Mitigation Strategy (2018), a permanent significant effect on the SPA due to an increase in recreational disturbance as a result of the proposed new development is likely. As such, in order to be lawfully permitted, the proposed development will need to secure a package of avoidance and mitigation measures.

Rushmoor Borough Council formally adopted the latest version of the Thames Basin Heaths SPA Avoidance & Mitigation Strategy (AMS) in May 2018. The AMS provides a strategic solution to ensure the requirements of the Habitats Regulations are met with regard to the in-combination effects of increased recreational pressure on the Thames Basin Heaths SPA arising from new residential development. This Strategy is a partnership approach to addressing the issue that has been endorsed by Natural England.

The AMS comprises two elements. Firstly the maintenance of Suitable Alternative Natural Greenspace (SANG) in order to divert additional recreational pressure away from the SPA; and, secondly, the maintenance of a range of Strategic Access Management and Monitoring Measures (SAMMs) to avoid displacing visitors from one part of the SPA to another and to minimize the impact of visitors on the SPA. Natural England raises no objection to proposals for new residential development in the form of Standing Advice provided that the mitigation and avoidance measures are in accordance with the AMS.

In order to meet the requirements of Policy CP13 and the AMS applicants must:-

- (a) secure an allocation of SPA mitigation capacity from either the Council's SANGS schemes, or from another source acceptable to Natural England and to the Council; and
- (b) secure the appropriate SANG and/or SAMM in perpetuity by making the requisite financial contribution(s) by entering into a satisfactory s106 Planning Obligation that requires the payment of the contribution(s) upon the first implementation of the proposed development.

These requirements must be met to the satisfaction of Natural England and Rushmoor Borough Council (the Competent Authority) before the point of decision of the planning application.

In this case the applicants have provided written evidence that they have acquired SANGS capacity at the Bramshot Farm SANG within Hart District sufficient for the 113 new dwelling units proposed at a cost of £612,789.20. Furthermore, the applicants are also seeking to secure a financial contribution of £52,315.00 towards SAMMS by way of a s106 planning obligation submitted to Rushmoor BC requiring payment of this additional financial contribution upon the implementation.

#### Conclusions of Appropriate Assessment.

On this basis, subject to the completion of a satisfactory s106 Planning Obligation in this respect, it is considered that the applicants will be in a position to address the impact of their proposed development on the Thames Basin Heaths SPA in perpetuity in compliance with the requirements of Core Strategy Policy CP13 and the AMS.

According to the submitted Preliminary Ecological Appraisal Report the application property has negligible potential to host roosting bats and other protected wildlife species. Nevertheless, it is recommended that any site clearance and demolition works at the property are undertaken outside the bird nesting season (March to September inclusive); or the building must be checked for nesting birds immediately prior to any works commencing – and no works be undertaken if an occupied nest is found. Similarly, if any other protected species such as bats are found. The submitted report recommends some practices to be adopted for the site clearance and construction period in these respects. In the circumstances, it is considered appropriate that a condition be imposed to require the

developer to implement the recommendations of the submitted report, combined with an informative to remind the applicant of the requirements of the Wildlife & Countryside Act with respect to any protected wildlife species encountered on site.

**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, which is the current lawful planning use of the application site.

Given the existing lawful office use of the site is served by 238 on-site parking spaces using the existing Farnborough Road vehicular entrance, it is considered that the proposed development, provided with 199 on-site parking spaces and using the same route with a pattern of movement access and egress likely to be less concentrated in the morning and evening rush-hours, would generate fewer traffic movements to and from the site. Notwithstanding the concerns expressed by some objectors in this respect, the existing width and geometry of the vehicular entrance is adequate to serve the proposed development, including visits by refuse and delivery lorries.

The scheme proposes parking provision in full accordance with the Council's adopted Parking Standards in terms of both residents and visitors. 169 spaces should be allocated specifically to residents (1 space for each 1-bedroom unit and 2 spaces for the 2 and 3-bedroom units). The remainder of the spaces (30) are visitor spaces. Of the overall parking provision, there are 17 disabled parking bays, located centrally within the internal parking decks. There are also some 13 motorcycle spaces and 169 bicycle spaces.

The proposed development has no effect on any of the existing parking spaces belonging to The Convent.

Satisfactory cycle storage/parking and bin storage provision is shown to be provided on site in various locations adjoining the parking areas.

A revised Framework Travel Plan and amended plans showing provision of cycleway links were formally submitted to the Council on 18 October 2018 that resolve the remaining concerns of Hampshire County Council Highways. Hampshire County Council Highways have now confirmed that the scheme has now fully addressed their concerns in respect of the highways considerations and that the proposals are considered acceptable in highway terms.

In this respect HCC Highways require: (1) the applicant to enter into a s106 Planning Obligation to secure (a) a Transport Contribution of £49,343.90 towards cycle links from the site to Farnborough town centre to be used for either provision of a cycle link adjacent to the A325 Farnborough Road, or towards an alternative cycle route via the adjacent Meudon House development and crossing Meudon Avenue; (b) the submission and implementation of a full Travel Plan; (c) payment of Travel Plan approval (£1,500.00) and monitoring fees (£15,000.00).; and (d) provision of a surety mechanism to ensure implementation of the Travel Plan (a bond value of £41,750.00); and (2) imposition of a condition to require the submission of a Construction Traffic Management Plan.

Subject to the necessary financial contributions and requirements being satisfactorily secured with a s106 Planning Obligation it is considered that the proposals are acceptable in highway terms and, as such, comply with the requirements of Core Strategy Policies CP10, CP16 and CP17.

## **7. Affordable Housing –**

Core Strategy Policy CP6 requires provision of 35% affordable housing with developments of 15 or more net dwellings subject to viability. Emerging draft New Rushmoor Local Plan Policy LN2 requires provision of 30% affordable housing with developments of non-town centre site with 11 or more net dwellings, also subject to viability. Policy SP7 relating specifically to the proposed allocation of the Meudon House and Pinehurst House sites for sustainable residential development sets out an expectation for delivery of affordable housing in accordance with Policy LN2. Providing an applicant is able to demonstrate (and the Council independently verify) that the financial viability of the proposed scheme cannot support some or all of the affordable housing requirement of Policy LN2, the scheme would remain compliant with the policy. This approach is in accordance with Government Planning Policy & Practice Guidance.

The applicants have stated that the proposed development is not financially viable if a requirement to provide affordable housing is included. To address the requirements of emerging Policy LN2, the application was supported by a Viability Assessment. This submission has been assessed independently on behalf of the Council by DVS Property Specialists, the commercial arm of the District Valuer's Office. The conclusion of this report is that DVS concurs with the applicant's Viability Assessment that the development cannot support the provision of affordable housing on viability grounds even if the Council were to waive the requirements for Transport and public open space contributions. Whilst objections suggest that the applicants have paid too much for the site and that this is instrumental in causing the lack of financial viability for provision of affordable housing, the District Valuer considers the purchase price for the site by the applicants to be reasonable.

As any planning permission granted on this site could take some time to build once implemented, DVS recommend that the development should be subject to a financial re-assessment clause to be secured by the s106 Planning Obligation. This would ensure that the applicant/developer does not benefit from any improvement in the market value of the scheme that could justify provision of affordable housing or an equivalent financial contribution in the event that completion of the proposed development were to be protracted.

Therefore, subject to this provision being secured with the s106 Planning Obligation, it is considered that the proposed development is fully compliant with the requirements of Policy CP6 and emerging Policy LN2. Furthermore, the Council's position is protected to re-examine project viability should it appear that economic conditions improve in the future whilst the scheme remains unfinished. This would be up to the ceiling of the equivalent of the full 30% provision (34 dwelling units) sought by emerging draft New Rushmoor Local Plan Policy LN2.

## **8. Surface Water Drainage -**

A Flood Risk Assessment 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. 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.

## **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. 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.

#### **11. 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 £192,575.00 towards the off-site provision of public open space comprising: Landscaping, park furniture, footpaths, fencing and infrastructure at King George V Playing Fields, Farnborough (£100,524.15), Playground refurbishments at King George V Playing Fields, Farnborough (£74,911.68), and Sports pitch improvements at King George V Playing Fields, Farnborough (£17,139.18)] 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 are considered acceptable in principle, would have no material and harmful impact upon the visual character and appearance of the area, give rise to less than substantial harm to heritage assets, have no material and adverse impact on neighbours, would provide an acceptable living environment and are acceptable in highway terms. On the basis of the provision of a contribution towards the Bramshot Farm SPA mitigation 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. The proposals are thereby considered acceptable having regard to Policies CP2, CP5, CP8, CP10, CP11, CP12, CP13, CP15, CP16 and CP17 of the Rushmoor Core Strategy and saved Local Plan Policies ENV17, ENV28, ENV35, TR10, OR4/OR4.1 and H14.

### Full Recommendation

It is therefore recommended that:-

#### A. Subject to:

(a) no substantial objections being received in respect of the advertising the proposals as a Departure from the Development Plan before the expiry of the notification period on 7 November 2018;

(b) the completion of a satisfactory Planning Obligation under Section 106 of the Town and Country Planning Act 1990 by 26 November 2018 to secure the following:-

- 1) **£52,315.00** contribution towards the Bramshot Farm SPA strategic access management measures (SAMMS).
- 2) **£192,575.00** towards the off-site provision of public open space comprising: Landscaping, park furniture, footpaths, fencing and infrastructure at King George V Playing Fields, Farnborough (£100,524.15), Playground refurbishments at King George V Playing Fields, Farnborough (£74,911.68), and Sports pitch improvements at King George V Playing Fields, Farnborough (£17,139.18);
- 3) **£49,343.90** Transport Contribution towards cycle links from the development site to Farnborough town centre to be used for either provision of a cycle link adjacent to the A325 Farnborough Road, or towards providing an alternative cycle route via the adjacent Meudon House development and crossing Meudon Avenue;
- 4) the submission and implementation of a full Travel Plan;
- 5) **£16,500** for the implementation, evaluation and monitoring of the full Travel Plan; and
- 6) provision of a surety mechanism to ensure implementation of the full Travel Plan (with a bond value of £41,750.00)
- 7) 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. With any affordable housing financial contribution in lieu of on-site provision being up to the ceiling of the equivalent value of the full 30% affordable housing provision (34 dwelling units) required by emerging New Rushmoor Local Plan Policy LN2

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 26 November 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; public open space in accordance with Core Strategy Policies CP10, CP11 and CP12 and saved Local Plan Policy OR4; and 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.

**B.** The Head of Planning be authorised to amend the deadline for the completion of the s106 Planning Obligation should the circumstances be considered appropriate.

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 November 2017 and to accord with the resolution of Rushmoor's Cabinet on 17 June 2014 in respect of Planning Report No PLN1420.

2. Unless agreed in writing by the Local Planning Authority, the permission hereby granted shall be carried out in accordance with the following approved drawings and details – OSEL Architects Drawing Nos. E17-005/SITEX001 REV.A, -EXP001 REV.B, -EXP002 REV.B, -EXP003 REV.A, -EXP004 REV.A, -EXP005 REV.A, -EXP006 REV.A, -EXE001, -EXE002, -EXS001, -SIT001 REV.E, -PRP001 REV.B, -PRP002 REV.C, -PRP003 REV.G, -PRP004 REV.E, -PRP005 REV.E, -PRP006 REV.F, -PRP007 REV.E, -PRP008 REV.F, -PRE001 REV.D, -PRE002 REV.D, -PRS001 REV.C, -PRS002 REV.B, -PRS003 REV.A, -DET001, -DET002, -PRE003 REV.A, OPEN SPACES OS 1495-17.1 & Motion Drawing No.170807-02 Rev.A; And Planning Statement, Design Statement, Transport Statement, Arboricultural Impact Assessment, Public Consultation Statement, Flood Risk Analysis & Drainage Report, Noise Report, Ecology Appraisal & Bat Survey, Air Quality Assessment, Daylight/Sunlight Report, Structural Report, Energy & Sustainability Report, Motion Revised Framework Travel Plan Rev.D.

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

3. Notwithstanding any indication of materials which may have been given in the application, or in the absence of such information, construction of the following elements of the development hereby approved [the external walls, roofing materials, window frames/glazing, rainwater goods, and any new external hard-surfacing materials] shall not start until a schedule and/or samples of the materials to be used in them have been submitted to, and approved in writing by, the Local Planning Authority. Those elements of the development shall be carried out using the materials so approved and thereafter retained.

Reason - To ensure satisfactory external appearance. \*

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. Prior to occupation or use of the development hereby approved, screen and boundary walls, fences, hedges or other means of enclosure shall be installed in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed and retained in accordance with the details so approved.

Reason - To safeguard the amenities of neighbouring property. \*

6. The dwelling units hereby permitted shall not be occupied until the parking spaces, bicycle storage and bin storage areas shown on the approved plans have been constructed, surfaced and made available to occupiers of, and visitors to, the development; in the case of parking spaces in accordance with a scheme of allocation that has been submitted to and approved in writing by the Local Planning Authority. Thereafter these facilities shall be kept available at all times for their intended purposes and allocation as shown on the approved plans. Furthermore, the parking spaces shall not be used at any time for the parking/storage of boats, caravans or trailers.

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

7. The dwelling units hereby permitted shall not be occupied until the cycleway connection to the west boundary of the site as shown on the approved plans have been completed and made available for use.

Reason – To ensure adequate pedestrian and cycleway connectivity of the proposed development.

8. 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.

9. Prior to the first occupation of the flats hereby permitted, details for a communal aerial/satellite dish/fibre-optic 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.

10. Prior to first occupation of the development hereby approved a fully detailed landscape and planting scheme (to include, where appropriate, both landscape planting and ecological enhancement) shall be first submitted to and approved in writing by the Local Planning Authority.



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

11. 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 building or the practical completion of the development hereby approved, whichever is the sooner.

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

12. 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. \*

13. 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 Open Spaces Arboricultural Impact Assessment Report Revision A received October 2018 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.

14. 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.

15. No works consisting of foundations and services (pipes drains cables etc) shall start until a construction method statement detailing how impact on the roots of trees identified for retention will be avoided, has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out strictly in accordance with the method statement so approved.

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

16. Prior to first occupation of the development hereby approved details of all external lighting to be installed within the site and/or on the exterior of the building 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 inappropriate or unnecessary use of lighting at the site in the interests of biodiversity.

17. Prior to the commencement of development (including any demolition) a Construction, Environmental & Traffic 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 means and measures to be taken to control noise, dust, vibration, smoke and other emissions arising from the implementation of the development;
  - (c) the arrangements to be made for the delivery of all building and other materials to the site, including construction servicing/delivery routes;
  - (d) the provision to be made for any storage of building and other materials on site;
  - (e) measures to prevent mud from being deposited on the highway;
  - (f) the programme for construction; and
  - (g) 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 amenity, safety and convenience of adjoining and nearby residential properties and the safety and convenience of highway users. \*

18. No construction works pursuant to this permission shall take place until measures to incorporate Sustainable Drainage Systems (SUDS) into the new built development have been 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 new building and retained in perpetuity.

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

19. 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 dwellings 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.

20. 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.

21. Site clearance and works to implement the permission hereby permitted shall be undertaken in accordance with the recommendations of the Open Spaces Preliminary Ecological Appraisal & Bat Survey Inspection Report dated October 2017 hereby approved.

Reason - In the interests of protected wildlife.

22. 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.

23. The gymnasium to be provided within the development hereby permitted shall be used solely for purposes ancillary and incidental to the residential occupation of the development hereby approved.

Reason – In the interests of the amenity of occupiers of the proposed development and adjoining properties.

24. The development hereby approved shall not be occupied until measures to protect occupiers of the proposed building external noise have been implemented in accordance with a scheme to include, for example, acoustic double-glazing and ventilation which has been first submitted to and approved in writing by the Local Planning Authority.

Reason - To protect the amenity of the occupiers of the development. \*

25. Other than the identified amenity terraces and balconies shown on the approved plans allocated to specific dwelling units, the roof areas of the development hereby permitted shall not, at any time, be used as balcony, sitting-out, or amenity areas.

Reason - To preserve the privacy and amenities of neighbouring property.

26. Notwithstanding any indication which may have been given in the application, or in the absence of such information, the development hereby approved shall not be occupied until full details of the scheme for the provision of obscure glazing of windows, terrace

balustrades and privacy screens within the development have been submitted to and approved in writing by the Local Planning Authority. Those means and measures so approved shall subsequently be implemented in full prior to the first occupation of the dwelling units to which they relate and retained thereafter at all times.

Reason – In the interests of the amenity and privacy of adjoin residential properties.

27. Prior to the first occupation of the development the communal amenity space shall be provided, made available for use and thereafter retained for its designated purpose.

Reason - To meet the recreational needs of future residents.

### **Informatives**

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

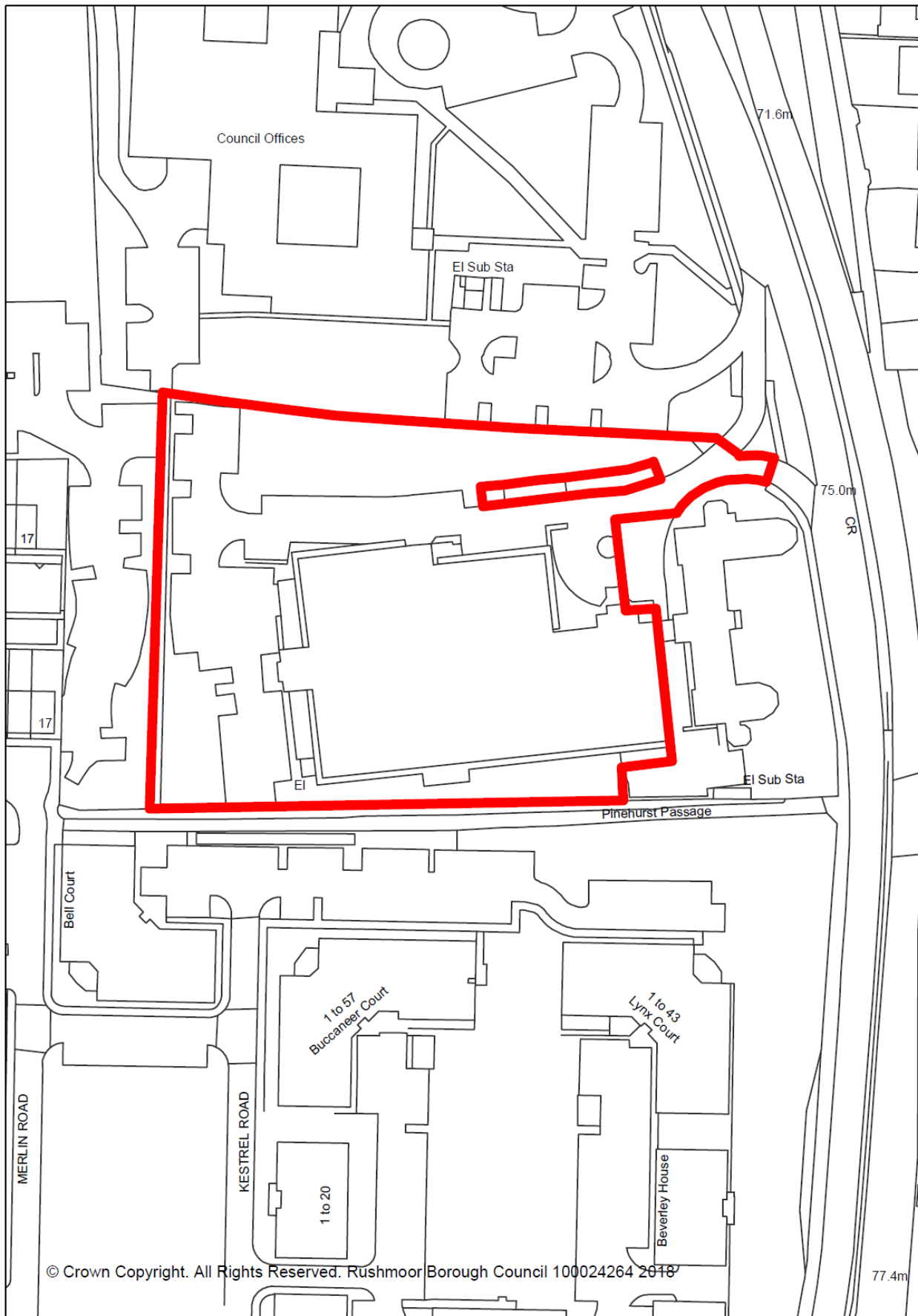
The proposals are considered acceptable in principle, would have no material and harmful impact upon the visual character and appearance of the area, give rise to less than substantial harm to heritage assets, have no material and adverse impact on neighbours, would provide an acceptable living environment and are acceptable in highway terms. On the basis of the provision of a contribution towards the Bramshot Farm SPA mitigation 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. The proposals are thereby considered acceptable having regard to Policies CP2, CP5, CP8, CP10, CP11, CP12, CP13, CP15, CP16 and CP17 of the Rushmoor Core Strategy and saved Local Plan Policies ENV17, ENV28, ENV35, TR10, OR4/OR4.1 and H14.

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 -** This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 3 **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 a certain stage is reached in the development. Failure to meet these requirements is in contravention of the terms of the permission and the Council may take enforcement action to secure compliance. As of April 2008 submissions seeking to submit details pursuant to conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.
- 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 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.
- 6      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.
- 7      INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Council's Environmental Health Team for advice.
- 8      INFORMATIVE - The applicant is advised that during the construction phase 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 Council's Environmental Health Team.
- 9      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.
- 10     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.
- 11     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.

- 12     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.
- 13     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. 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 are encountered at any point during development then all works must stop immediately and you should contact Natural England.
- 14     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.



THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE  
AND VOUCH FOR THEM TO BE CORRECT. ANY DISCREPANCY  
BETWEEN THE DRAWING AND THE SITE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

No.	Date	Description
A	29.08.17	Design Development
B	01.08.17	Planning Submission



GEA: 2849m<sup>2</sup>  
G.I.A: 66m<sup>2</sup>



PROJECT: PINEHURST REDEVELOPMENT  
CLIENT: PINEHURST INVESTMENTS LTD

DRAWING: Existing Lower car park

DRAWING No.	REV
E17-005/EXP001	B
SCALE: 1:200 @A1	
DRAWN: RC	Date: 22.08.17
CHECKED: TM	Date: 22.08.17
28 Colney Park, London W10 8PT Tel: 020 7252 2467 Fax: 020 7254 8100 E: info@oselarchitects.co.uk © COPYRIGHT OSSEL ARCHITECTS AND DEVELOPMENT CONSULTANTS LTD. ALL RIGHTS RESERVED.	

Existing Lower car park  
1:200



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No.	Date	Description
A	29.08.17	Design Development

G.E.A: 2849m<sup>2</sup>  
G.I.A: 2840m<sup>2</sup>

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PROJECT: PINEHURST REDEVELOPMENT

CLIENT: PINEHURST INVESTMENTS LTD

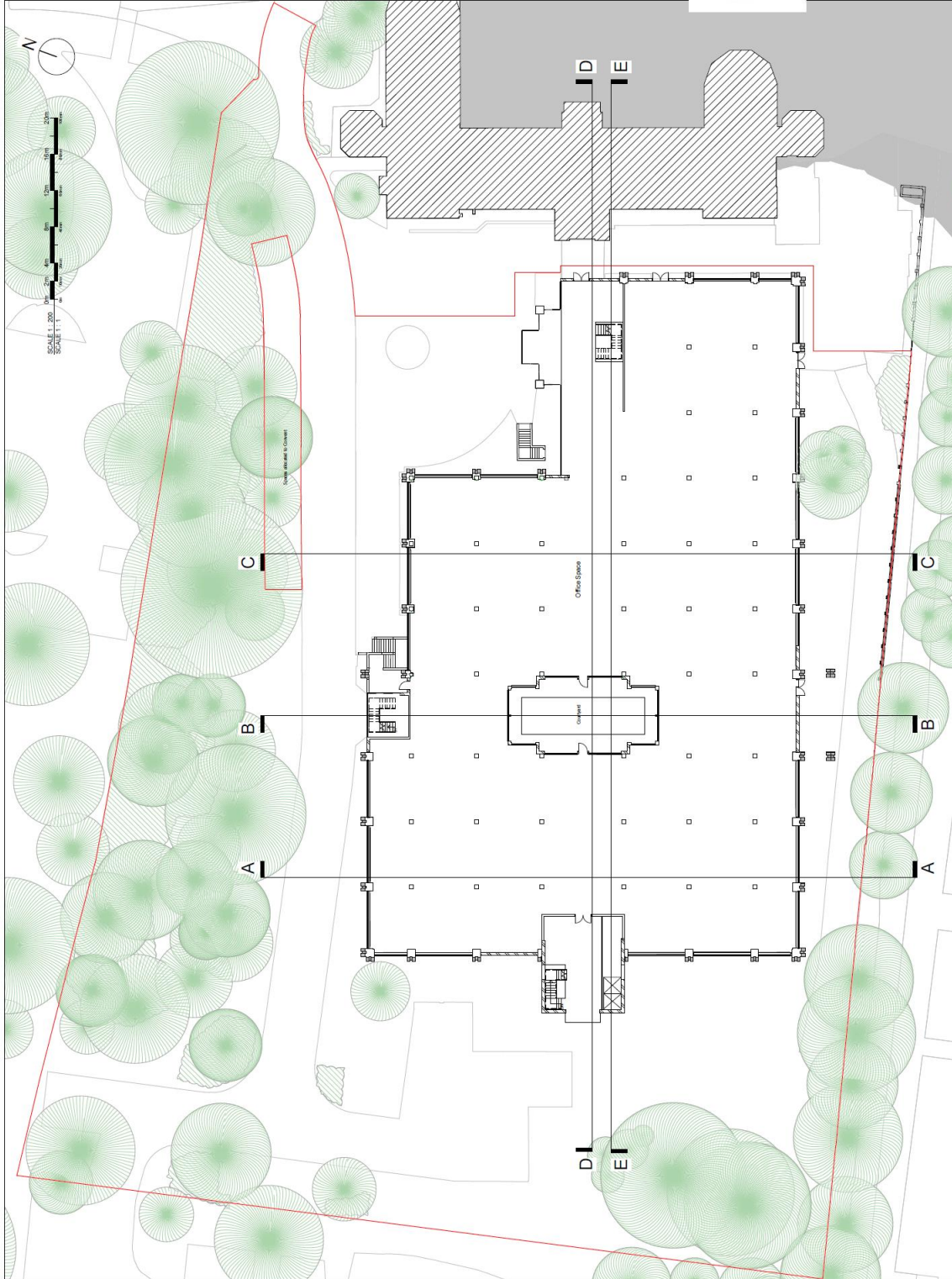
DRAWING: Existing Upper Ground floor Plan

DRAWING No: E17-005/EXP003  
SCALE: 1:200 @A1

DRAWN: RC Date: 22/08/17

CHECKED: TM Date: 22/08/17

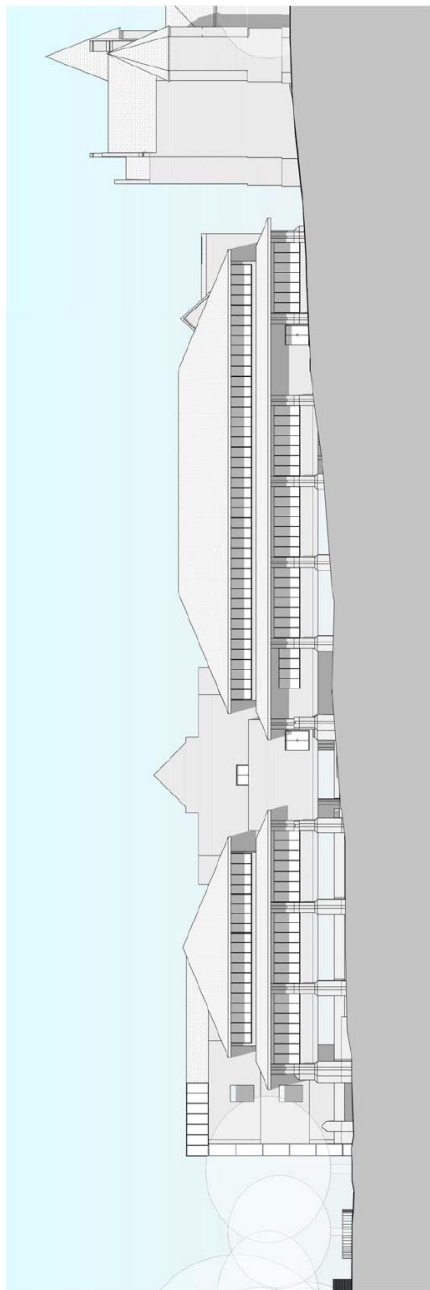
20 Colindale Ave, London NW9 1JF Tel: 0207 224 1247 Fax: 0207 224 1248  
Email: info@osel.co.uk Website: www.osel.co.uk  
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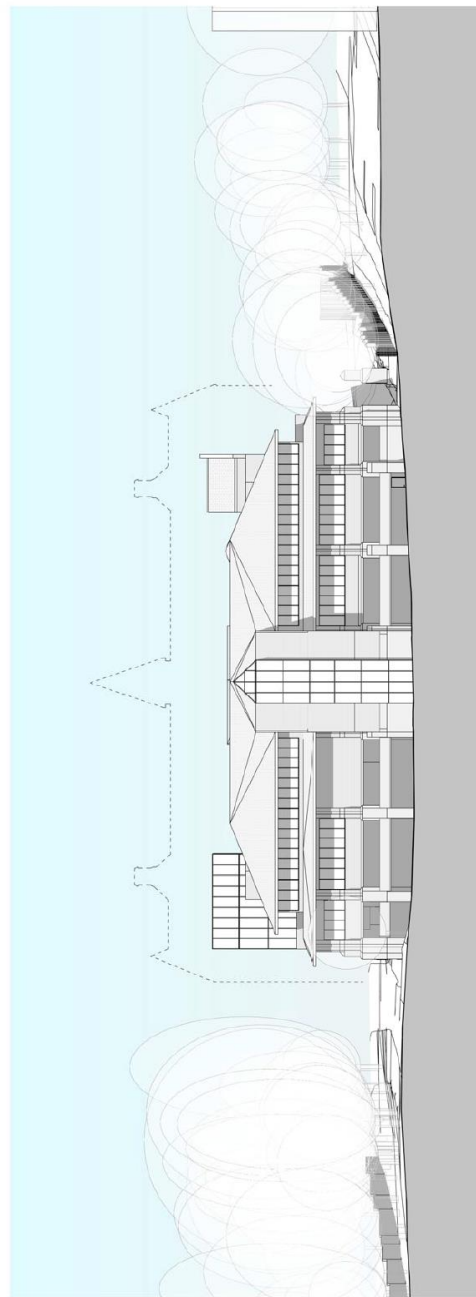
Existing Upper Ground floor Plan  
1:200

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AND PROVIDE DIMENSIONING SHOP DRAWINGS OF COMPLETED WORK OF  
ANY VARIATION TO BE SCALED FROM THE DRAWING.

No.	Date	Description
-----	------	-------------



Existing South Elevation  
1 : 200



Existing West Elevation  
1 : 200



PROJECT: PINEHURST REDEVELOPMENT

CLIENT: PINEHURST INVESTMENTS LTD

DRAWING: Existing South and West Elevation

REV:

DRAWING No:  
**E17-005/EXE002**

SCALE: 1:200 @A1

DRAWN: NL Date: 01/09/17

CHECKED: TM Date: 01/09/17

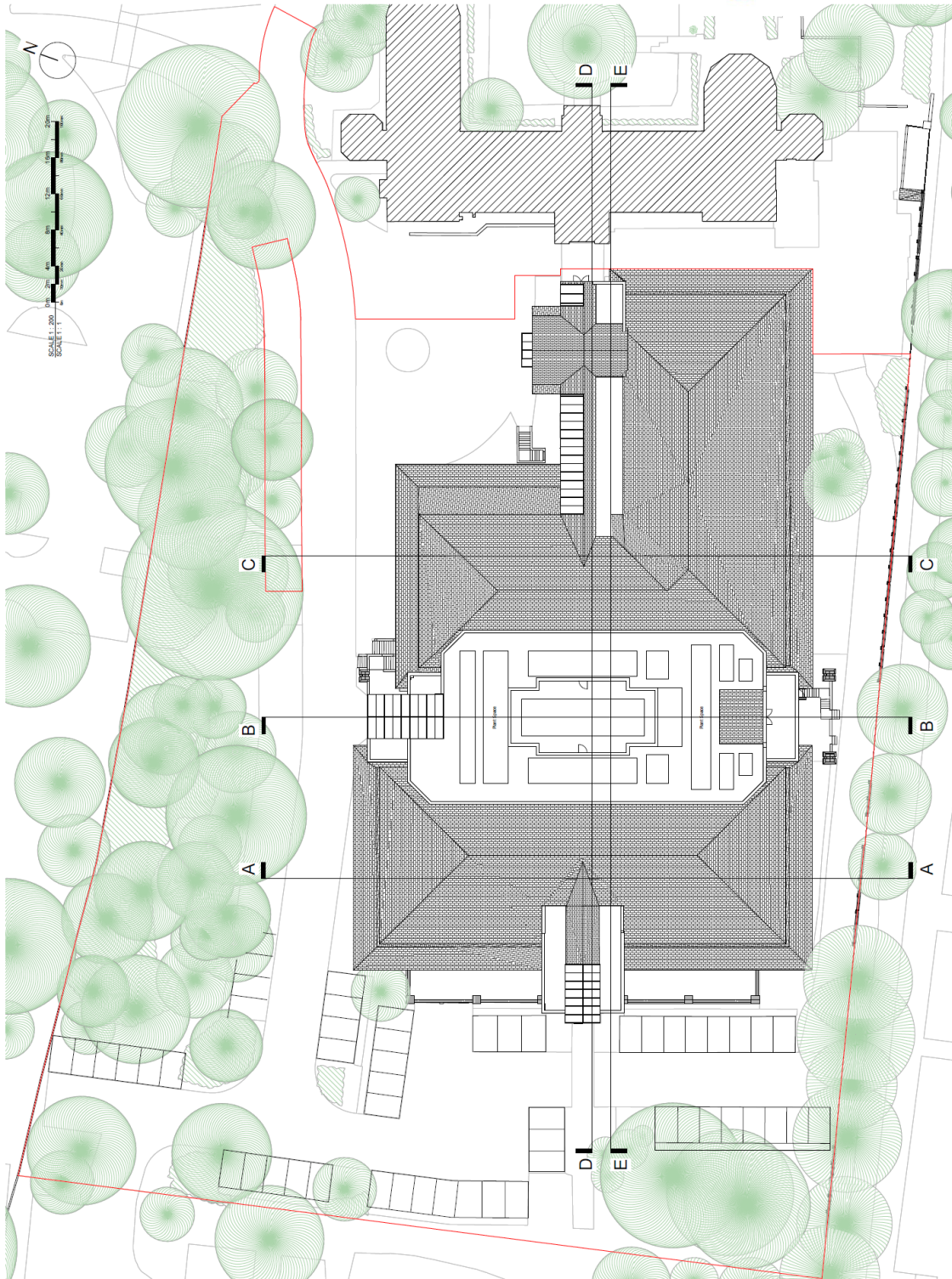
2017 Osel Architects, London W10 2PH 020 7226 7400 Fax: 020 7226 7401

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AND PROVIDE A RECORD OF THE VERIFICATION WORK OF  
THESE DIMENSIONS TO THE CLIENT PRIOR TO THE START OF  
CONSTRUCTION.

No. Date Description  
A 28.08.17 Design Development



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architects and  
development consultants

PROJECT PINEHURST REDEVELOPMENT

CLIENT PINEHURST INVESTMENTS LTD

DRAWING Existing Roof Plan

DRAWING No. E17-005/EXP006  
REV: A

SCALE: 1:200 @A1

DRAWN: VJ Date: 22/08/17

CHECKED: RC Date: 22/08/17

250 Albany Place, London W9 1JH Tel: 020 7 224 2847 Fax: 020 7 224 2848  
E: info@oselarchitects.co.uk www.oselarchitects.co.uk

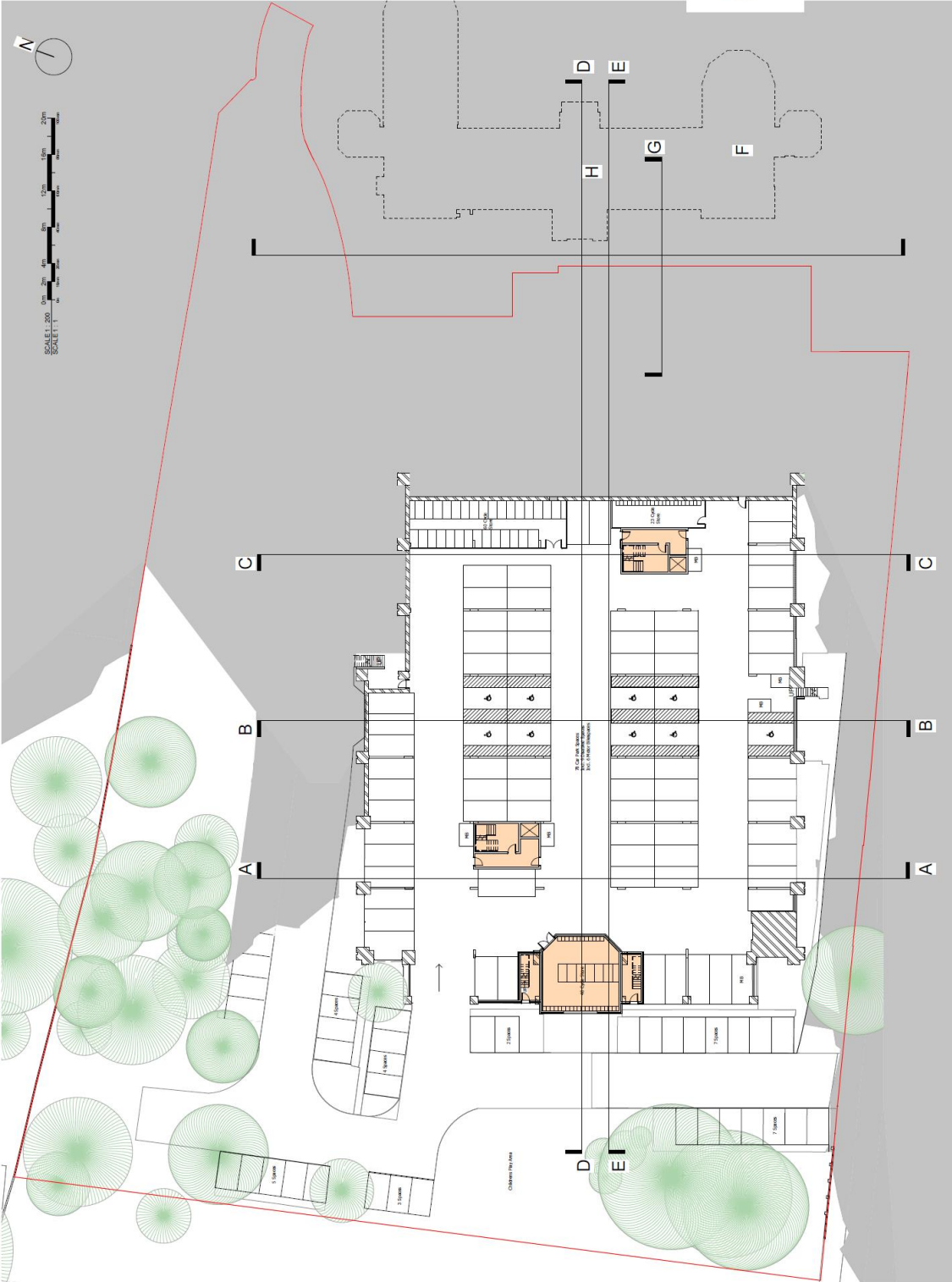
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Existing Roof Plan  
1:200

THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE OF ANY EXISTING STRUCTURES AND RECORD THEM IN THE DRAWING. ANY DISCREPANCIES TO BE SCALED FROM THIS DRAWING.

No.	Date	Description
A	29.08.17	Design Development
B	01.08.17	Planning Submission

SCALE: 1:200  
SCALE: 1:1



STUDIO	18	28.3P	28.4P	38.5P	STARBUCKS	GYM	SERVICES	MOBILITY SCREEN

G.E.A: 2849m<sup>2</sup>  
G.I.A: 157m<sup>2</sup>

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development consultants

PROJECT: PINEHURST REDEVELOPMENT  
CLIENT: PINEHURST INVESTMENTS LTD

DRAWING: Proposed Lower car park

DRAWING No: E17-005/PRP001  
REV: B

SCALE: 1:200  
DRAWN: RC Date: 22.08.17  
CHECKED: TM Date: 22.08.17  
DRAWN: TM Date: 22.08.17  
CHECKED: TM Date: 22.08.17  
DRAWN: TM Date: 22.08.17  
CHECKED: TM Date: 22.08.17

Proposed Lower car park  
1:200



Proposed Upper car park

**Proposed Upper car park**  
1 : 200



**Proposed Upper Ground floor Plan**  
1 : 200

No.	Date	Description
A	29.08.17	Design Development
B	01.09.17	Planning Submission
C	11.10.17	Response to Pre-app letter dated 03.10.17
D	20.10.17	Further Amendments
E	02.05.18	Revisions to layouts
F	11.05.18	Revisions for Planning Application
G	22.05.18	Revisions to Flat 008

[illegible]

G.E.A: 2505m<sup>2</sup>  
G.I.A: 2358m<sup>2</sup>

2 x Studio Units	
17 x 1 Bedroom Units	
10 x 2 Bedroom Units	
1 x 3 Bedroom Units	
30 x Total Units	

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développement commercial

PROJECT: PINEHURST REDEVELOPMENT

CLIENT: PINEHURST INVESTMENTS LTD

DRAWING: Proposed Upper Ground floor Plan

DRAWING No: E17-005/PRP003  
REV: G

SCALE: 1:200  
DRAWN: RC  
CHECKED: TM  
Date 22/06/17  
Date 22/06/17

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AND VARIATIONS TO THE SOLUTION THIS DRAWING

No.	Date	Description
A	28.08.17	Design Development
B	01.08.17	Planning Submission
C	11.10.17	Planning Submission
D	20.10.17	Further Amendments
E	11.05.18	Revisions for Planning Application

STUDIO	1B	2B 3P	2B 4P	3B 5P	STAIRCASE	GYM	SERVICES	PODESTY SCREEN

G.E.A: 2252m <sup>2</sup>
G.I.A: 2115m <sup>2</sup>

3 x Studio Units
16 x 1 Bedroom Units
10 x 2 Bedroom Units
29 x Total Units

*Osel* architects and  
development consultants

PROJECT: PINEHURST REDEVELOPMENT

CLIENT: PINEHURST INVESTMENTS LTD

DRAWING: Proposed 1st floor Plan

DRAWING No: E17-005/PRP004  
SCALE: 1:200 @A1  
DRAWN: V.A. Date: 22/09/17  
CHECKED: T.M. Date: 22/09/17

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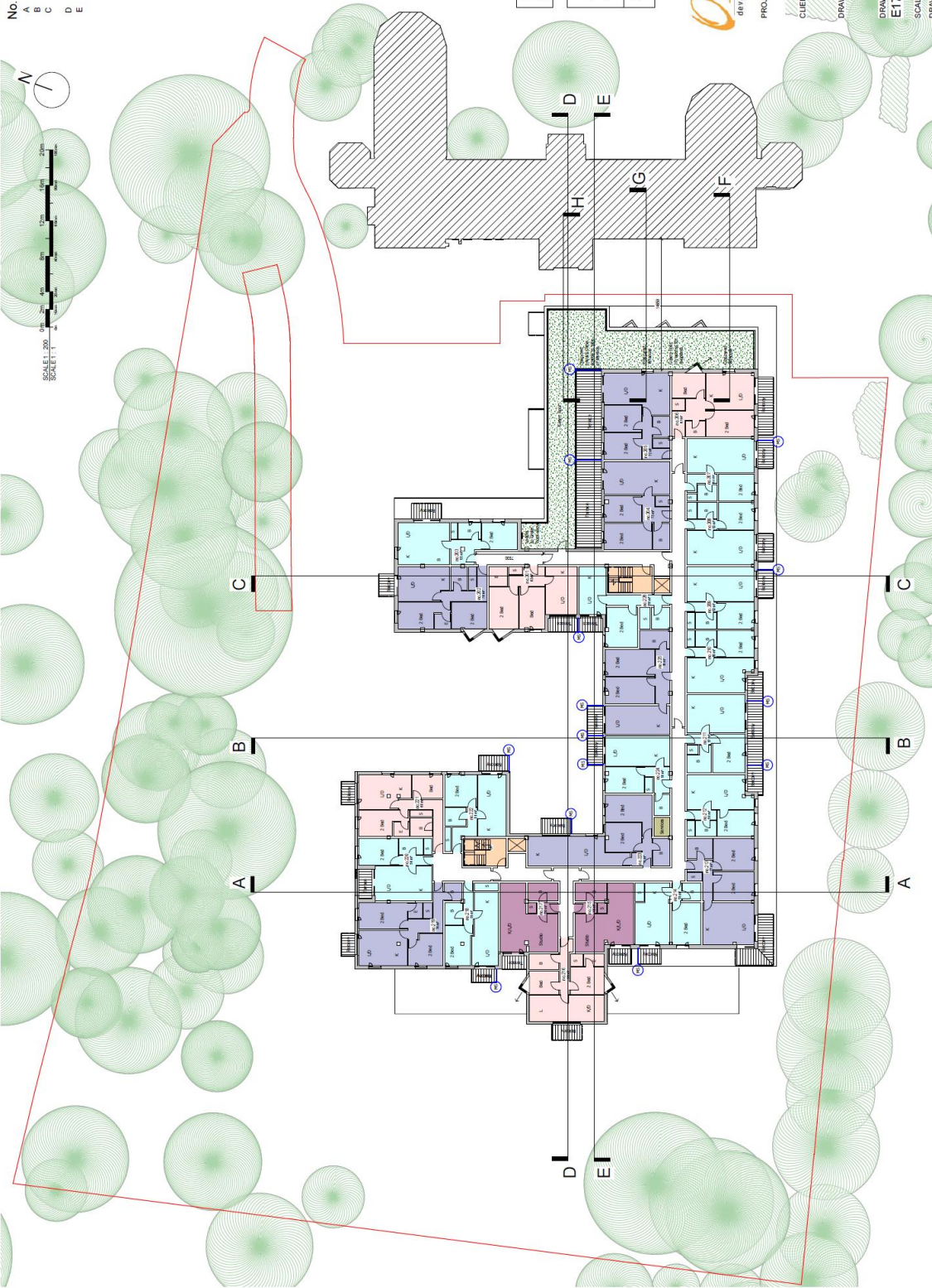
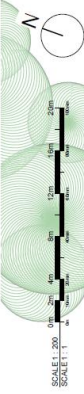


Proposed 1st floor Plan  
1:200



THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE  
AND REPORT ANY DISCREPANCIES TO THE ARCHITECT  
AND ENGINEER TO BE DEALT WITH IN THE DRAWINGS

No.	Date	Description
A	03.05.17	Design Development
B	03.05.17	Response to Pre-app
C	11.10.17	Letter dated 03.10.17
D	20.10.17	Further Amendments
E	11.05.18	Revision of Planning Application



STUDIO	1B	2B 3P	2B 4P	3B 5P	STAIRCASE	GYM	SERVICES	HOISTWAY SCREEN
--------	----	-------	-------	-------	-----------	-----	----------	-----------------

GEA: 1987m <sup>2</sup> G.I.A: 1850m <sup>2</sup>
2 x Studio Units 13 x 1 Bedroom Units 11 x 2 Bedroom Units
26 x Total Units

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architects and  
development consultants

PROJECT: PINEHURST REDEVELOPMENT  
CLIENT: PINEHURST INVESTMENTS LTD  
DRAWING: Proposed 2nd floor Plan

REV: E  
DRAWING No: E17-005/PRP005  
SCALE: 1:200 @A1

DRAWN: VA Date: 22/06/17  
CHECKED: TM Date: 22/06/17

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Proposed 2nd floor Plan  
1:200



THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE  
AND REPORT ANY DISCREPANCIES TO BE SCALED FROM THIS DRAWING

No.	Date	Description
A	20.08.17	Design Development
B	11.10.17	Response to Pre-app
C	11.10.17	Response to Pre-app
D	20.10.17	Further Amendments
E	13.04.18	Modifications to Services
F	11.05.18	Revisions for Planning Application

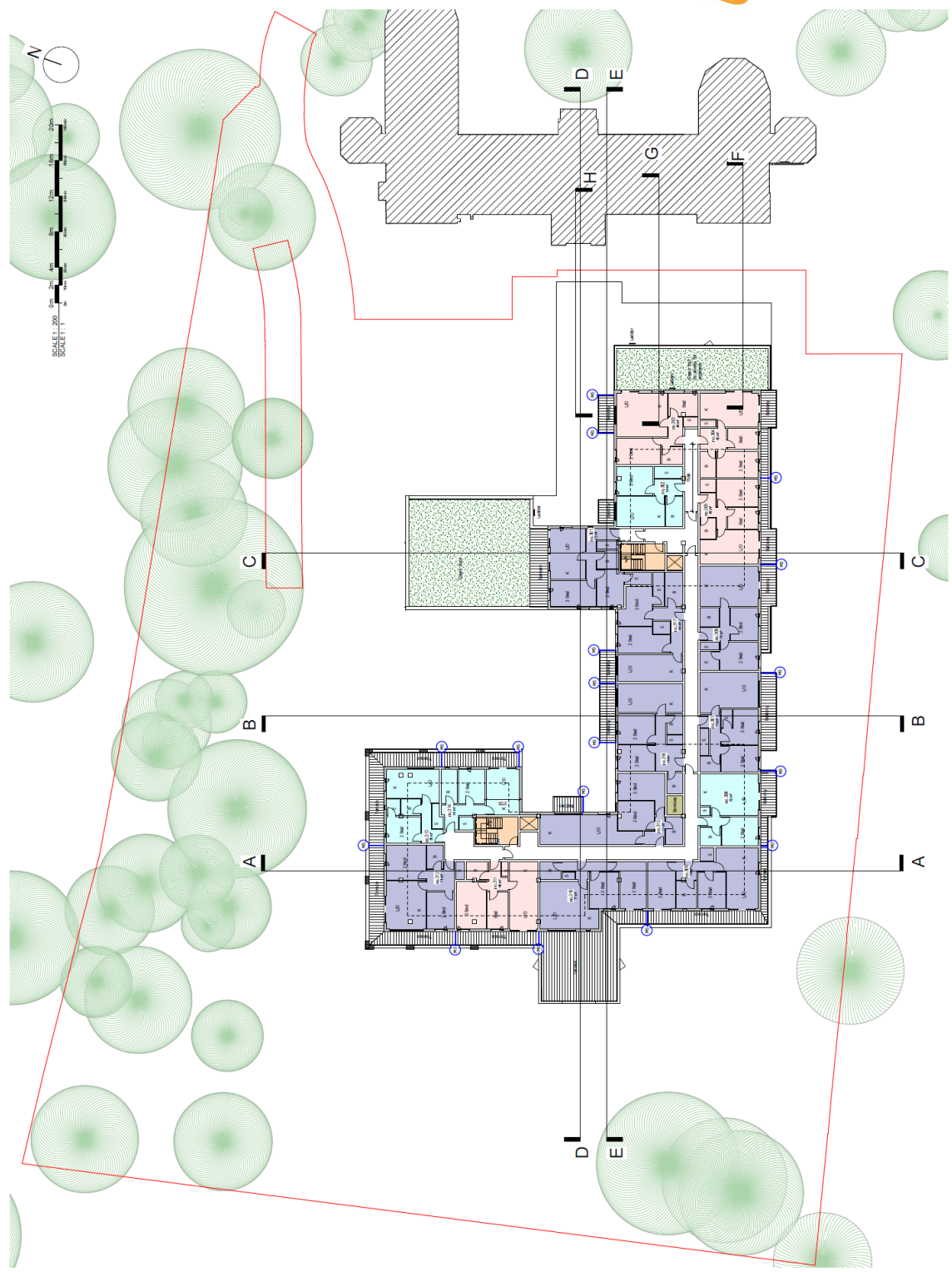
- STUDIO
- 1B
- 2B 3P
- 2B 4P
- 3B 5P
- STAIRCORE
- OWN
- SERVICES
- MOBILITY SCREEN

GEA: 1430m <sup>2</sup>
GIA: 1363m <sup>2</sup>
4 x 1 Bedroom Units
13 x 2 Bedroom Units
17 x Total Units

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PROJECT: PINEHURST REDEVELOPMENT  
CLIENT: PINEHURST INVESTMENTS LTD  
DRAWING: Proposed 3rd floor Plan

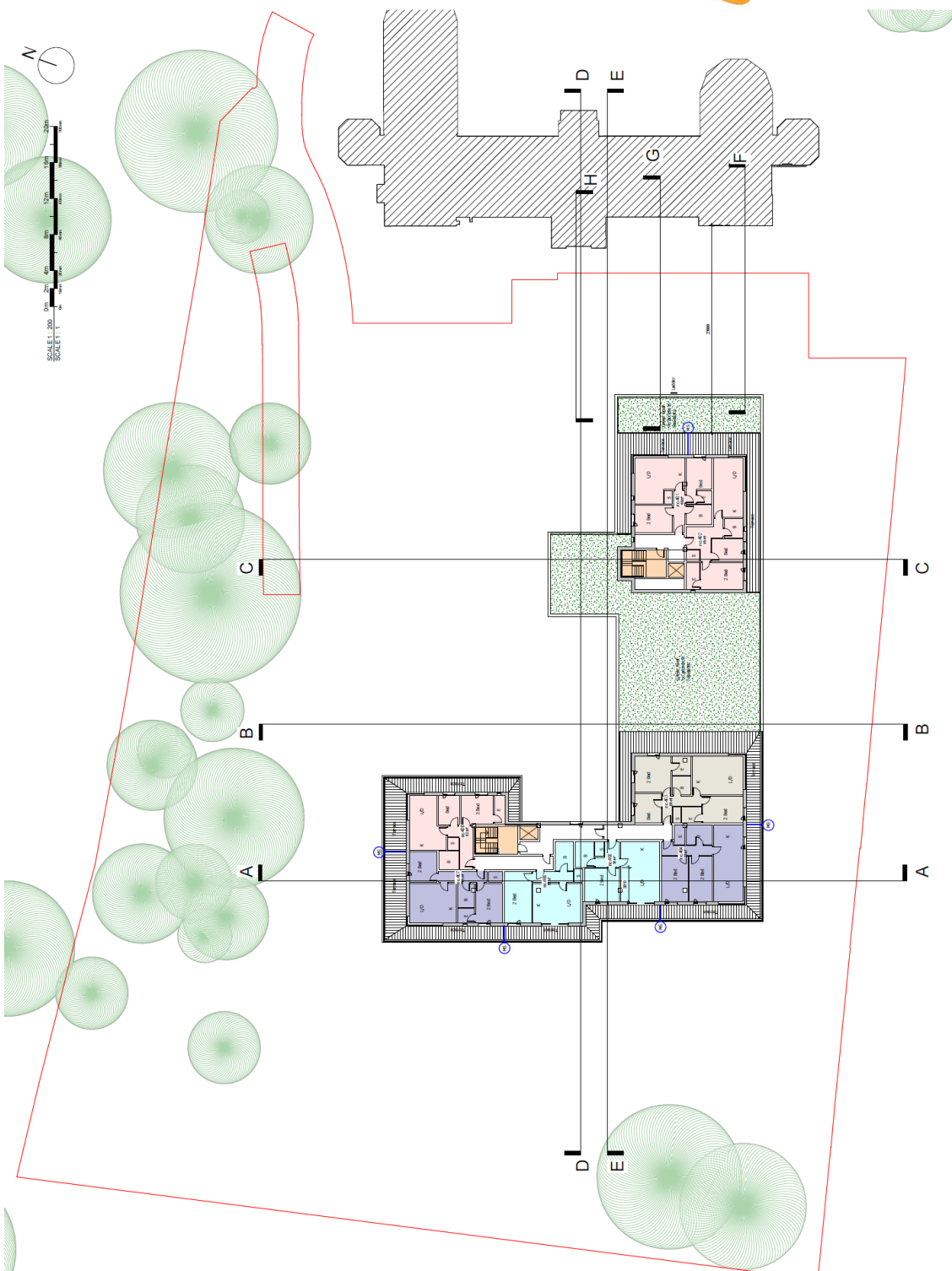
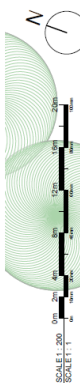
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SCALE: 1:200 @A1  
DRAWN: NL Date: 22/08/17  
CHECKED: NI Date: 22/08/17  
DESIGNED: NI Date: 22/08/17  
BY: NI Date: 22/08/17  
FOR: NI Date: 22/08/17



Proposed 3rd floor Plan  
1:200

No.	Date	Description
A	20.08.17	Design Development
B	11.10.17	Planning Submission
C	11.10.17	Planning Submission
D	13.04.18	Modifications to terraces
E	11.05.18	Revisions for Planning Application

THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO BE SOLED FROM THIS DRAWING.



STUDIO
1B
2B 3P
2B 4P
3B 5P
STAIRCASE
GYM
SERVICES
INDOOR SCREEN

GEA: 678m <sup>2</sup>
GIA: 612m <sup>2</sup>
2 x 1 Bedroom Units
5 x 2 Bedroom Units
1 x 3 Bedroom Units
8 x Total Units

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PROJECT: PNEHURST REDEVELOPMENT  
CLIENT: PNEHURST INVESTMENTS LTD

DRAWING: Proposed 4th floor Plan

DRAWING No: E17-005/PRP007  
SCALE: 1:200 @A1

DRAWN: V.A. Date: 22/08/17  
CHECKED: T.M. Date: 22/08/17

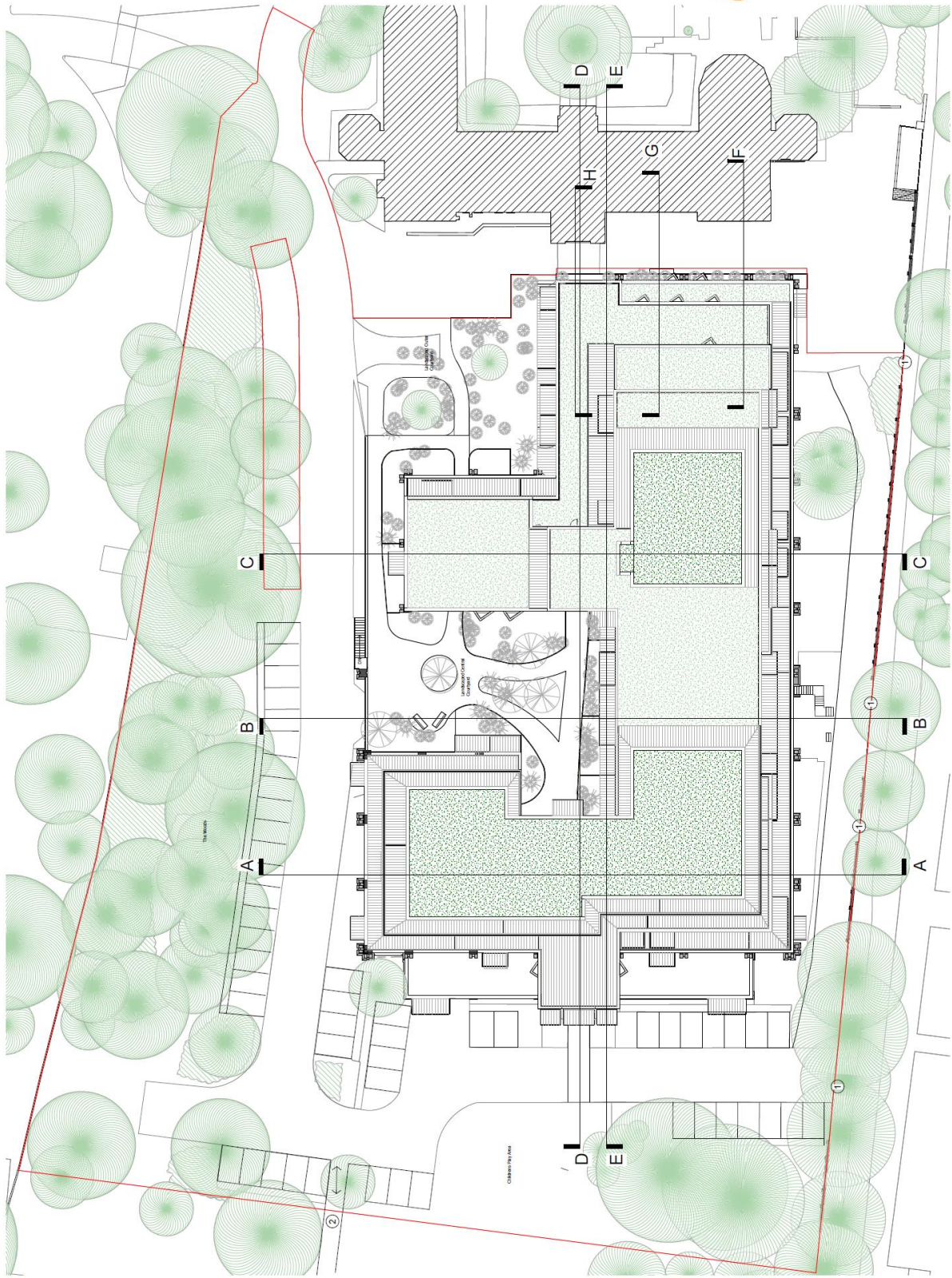
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**Proposed 4th floor Plan**  
1:200



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AND MAKE ANY NECESSARY ADJUSTMENTS TO THE WORK OF  
ANY OTHERS TO BE SCALED FROM THIS DRAWING.

No.	Date	Description
A	29.08.17	Design Development
B	01.09.17	Planning Submission
C	11.10.17	Response to Pre-app
D	13.04.18	Boundary and link routes added following
E	11.05.18	Revisions for Planning Application
F	09.10.18	Site to include adjoining cycle pathway



- ① Enhanced boundary treatment
- ② Potential pedestrian link across western boundary of site

*Osel* architects and development consultants

PROJECT: PINEHURST REDEVELOPMENT  
CLIENT: PINEHURST INVESTMENTS LTD  
DRAWING: Proposed Roof Plan

DRAWING NO: E17-005/PRP008  
SCALE: 1:200 @A1  
DRAWN: VL Date: 22/09/17  
CHECKED: TM Date: 22/09/17

**Proposed Roof Plan**  
1:200

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No.	Date	Description
A	29.08.17	Design Development
B	01.08.17	Planning Submission
C	11.01.17	Response to Neighbour's Comments
D	11.05.18	Revisions for Planning Application

SCALE 1:200  
SCALE 1:1  
0m 5m 10m 15m 20m



Proposed East Elevation  
1:200

1. Vertical aluminium cladding (approx. 400mm modules)
2. Vertical composite / aluminium cladding (approx. 150mm modules)
3. Polyester powder coated, dark grey flat bar vertical louvre side
4. Buff yellow facing brick to match existing
5. Buff yellow facing brick to match existing
6. Existing brick piers cleaned, repaired and retained
7. Recessed chequer plate brick spaced panel
8. Recessed chequer plate brick spaced panel
9. Recessed chequer plate brick spaced panel
10. Recessed chequer plate brick spaced panel
11. Recessed chequer plate brick spaced panel
12. Recessed chequer plate brick spaced panel
13. Recessed chequer plate brick spaced panel
14. Recessed chequer plate brick spaced panel
15. Recessed chequer plate brick spaced panel



Proposed North Elevation  
1:200

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PROJECT: PINEHURST REDVELOPMENT  
CLIENT: PINEHURST INVESTMENTS LTD

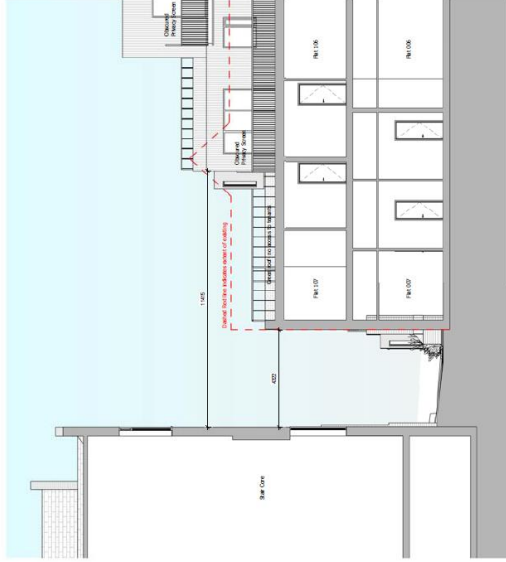
DRAWING: Proposed East and North Elevation

DRAWING No: E17-005/PR001  
REV: D

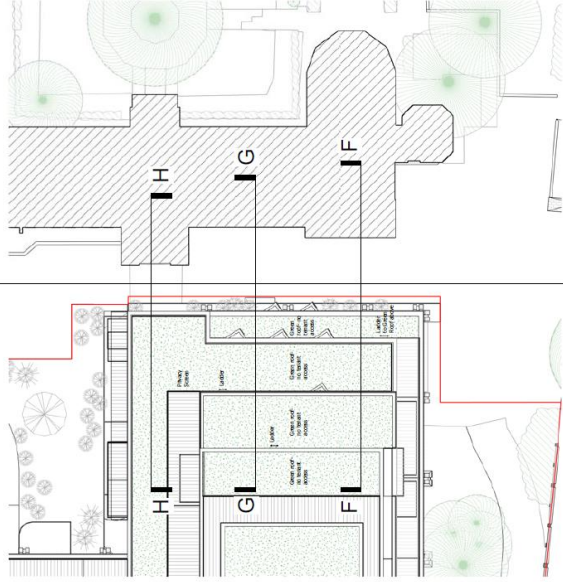
SCALE: 1:200 @A1  
DRAWN: VL Date: 25/08/17  
CHECKED: TM Date: 25/08/17  
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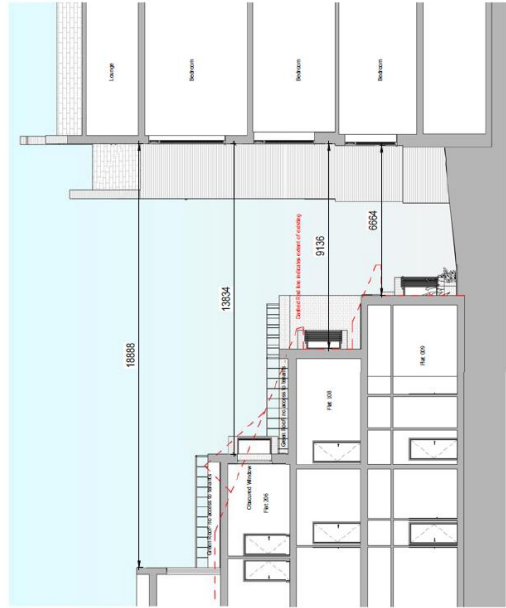
No.	Date	Description
A	11/05/18	Revisions for Planning Application



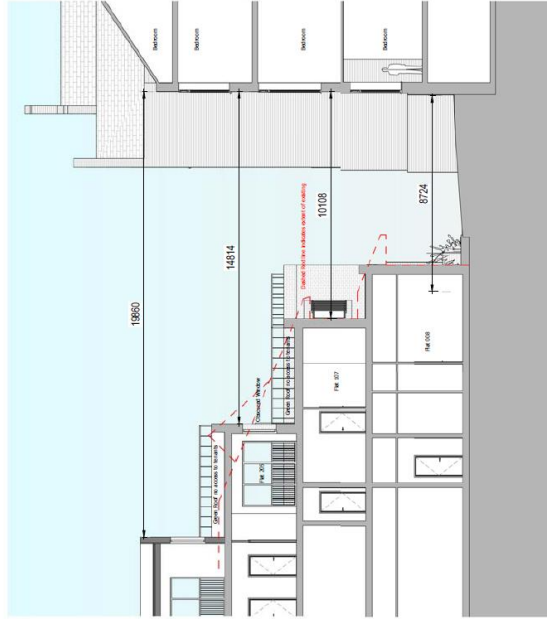
3 Section H-H  
1:100



Roof Plan Key  
1:200



1 Proposed Section F-F  
1:100



2 Proposed Section G-G  
1:100

NR:  
Widdows St. Covent Building as shown  
accuracy with floor levels indicated.

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PROJECT: PINEHURST REDEVELOPMENT  
CLIENT: PINEHURST INVESTMENTS LTD

DRAWING: Proposed Sections F-F, G-G, H-H  
Relationship to rest of Covent Building

DRAWING No: E17-006/PRS003  
REV: A

SCALE: As Indicated 00'1"  
DRAWN: RC Date 10/10/17  
CHECKED: TM Date 10/10/17

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Case Officer	David Stevens
Application No.	18/00481/FULPP
Date Valid	23rd August 2018
Expiry date of consultations	3rd October 2018
Proposal	Retention of 6 retail units on the ground floor and conversion of the upper floors and a two-storey extension range to the rear into a total of 7 flats (comprising 4 X 1-bedroom and 3 X 2-bedroom units) at 182-192 Victoria Road; conversion of existing warehouse building into 4 X 1-bedroom flats on upper floors and provision of a parking and bin-store area on the ground floor with vehicular access opened up to Union Terrace at the Old Warehouse; demolition of the single-storey garage block adjoining the Old Warehouse backing onto Union Terrace and erection of a new-build 4-storey extension attached to the side of the Old Warehouse building to provide a further 3 X 2-bedroom flats, one each on the upper floors (14 flats in total); and provision of parking spaces, bin stores and landscape planting in Star Yard
Address	<b>Upper Union Terrace And 182 To 192 Victoria Road Aldershot</b>
Ward	Wellington
Applicant	Jepsam Properties Limited
Agent	Mr Chanto Foo
Recommendation	<b>Grant</b>

### **Description & Relevant History**

The application site is of an irregular shape, measures 0.1 hectares and is located in a corner position at the junction of Victoria Road with Cross Street. The application site is an assembly of three separate adjoining properties:-

- (a) **Old Star Offices building (Nos.182-192 Victoria Road)** : this is an extended three-storey building containing six commercial units on the ground floor fronting Victoria Road, including “Woodys” Café/Takeaway on the corner; together with “Johney Gurkhas” restaurant, a barber shop and three other shop units. The upper floors were previously offices occupied by the Star Newspaper; and there is also further vacant/surplus accommodation over two-storeys to the rear.

- (b) **3 Cross Street** : a small single-storey building last used as a takeaway hot food outlet located to the rear of building (a) above, from which it is separated by a narrow private driveway and some parking spaces leading from Cross Street to 'Star Yard', a private courtyard, to the west. To the north of 'Star Yard' is...
- (c) **The Old Warehouse** : this is a three-storey former commercial building previously understood to have been in mixed B8 (storage and distribution) and B1(a) (Office) use. The building is current vacant and stripped-out following compliance with an Enforcement Notice upheld at appeal in September 2016 relating to the unauthorised conversion and use of the building as multiple bedsitting units. Between the side of the Old Warehouse and the rear of No.3 Cross Street are a number of lock-up garages, some with doors opening into 'Star Yard' and others into Upper Union Terrace to the rear.

'Star Yard' has an existing vehicular entrance from Victoria Road between Nos.188-192 and the vacant offices at 'Willow House' No.23 Grosvenor Road. Although 'Star Yard' can accommodate a small amount of parking, this is severely constrained by the need to maintain access to adjoining properties using the Yard, and also to provide for servicing of the existing commercial uses.

The application site is surrounded largely by commercial buildings. To the west 'Star Yard' abuts 'Willow House' No.23 Grosvenor Road, a vacant office building at the corner of Grosvenor Road and Victoria Road. To the rear of 'Willow House' and as a continuation of 'Star Yard' is a small lightwell area that is also to the rear of residential flats at Katherine Court and Whitley Court. To the north the site adjoins the south side of Upper Union Terrace, with properties fronting Union Street (Nos.5-15 odd inclusive). There is a small Council pay and display car park at the corner of Upper Union Terrace and Cross Street adjoining the north-east corner of the application site, together with a electricity sub-station immediately to the rear of No.3 Cross Street on land that lies outside the site. Cross Street bounds the application site to the east, with the Wellington Centre multi-storey car park on the opposite side of the road. The ramped access road to the Wellington Centre service area is opposite No.3 Cross Street. To the south of the application site on the opposite side of Victoria Road is mixed commercial frontage with residential and commercial uses over.

The proposals the subject of the application have been subject to a number of amendments since the application was originally submitted seeking to address consultee comments and also objections raised by the owners of 'Willow House'. The proposals are as follows:-

**A. Old Star Offices building (Nos.182-192 Victoria Road)** : retention of 6 retail units on the ground floor and conversion of the upper floors and a two-storey extension range to the rear into a total of 7 flats (comprising 4 X 1-bedroom and 3 X 2-bedroom units);

**B. Old Warehouse Building** : Residential conversion involving the provision of 5 parking spaces and a cycle-store area on the ground floor with vehicular access from Upper Union Terrace, together with the creation of 4 X 1-bedroom flats on the existing upper floors. The proposals would involve some alterations to the exterior of the building, most notably to create the parking spaces at ground floor level, which involves the formation of a structural opening spanning almost the entire width of the ground floor elevations facing 'Star Yard' and Upper Union Terrace. These openings are shown to be brick finished and to have shallow-arched brick string courses. The applicants have confirmed that the structural elements (such as steel beams) needed to construct the openings would be covered. All upper-floor windows are shown to be fitted with decorative metal railings that could accommodate window basket



planters;

**C. Adjoining lock-up garages** : Demolition of the garages and erection of a 4-storey extension to the Old Warehouse building to provide a further 3 X 2-bedroom flats, one on each of the upper floors. The ground floor space of the proposed extension is shown to be open to both the front (into 'Star Yard') and rear (into Upper Union Terrace) to provide 8 parking spaces : 4 spaces facing each way. The elevations of the proposed extension would match those of the Old Warehouse itself, including the fitment of decorative metal railings. The east end elevation of the proposed extension is shown to incorporate inset balconies; and,

**D. No.3 Cross Street** : Demolition of the existing A5 takeaway premises at 3 Cross Street to provide a bin store area and a further pair of parking spaces;

In addition to some parking spaces to be provided within 'Star Yard', a total of 19 on-site parking spaces are shown to be provided with the proposed development. Of these, 14 spaces are shown to be allocated to the proposed flats (1 space per unit), 4 spaces to the existing shops fronting Victoria Road in the 'Star Office' building; and the single remaining parking space as a visitor space.

The parking areas at the Old Warehouse and its proposed extension are shown to be enclosed with decorative railings. In the case of those spaces in the ground floor area of the Old Warehouse, the railings fence off the bin and cycle store areas from the parking spaces, with the bin and cycle store area reached from 'Star Yard' to the front of the building only. The pedestrian door into the flats within the Old Warehouse is solely from Upper Union Terrace. In the case of the proposed extension to the Old Warehouse, four parking spaces are shown to be provided entered from Upper Union Terrace, and four spaces semi-recessed under the extension projecting into 'Star Yard'. A railing would be provided between these rows of parking spaces to prevent vehicles gaining access to and from 'Star Yard' via the parking area. Pedestrian access to the flats within the proposed extension would be via a staircase into the corner of 'Star Yard' at the east end of the new building.

The proposed scheme shows space to the side of 'Star Yard' to enable a vehicular entrance route to be provided to the adjoining vacant office premises at 'Willow House'.

The application is accompanied by a Design, Access & Heritage Statement, a Bat Survey Report, a Surface Water Strategy Report, a protected Species Walkover Survey Report and a Desk Study/Preliminary Risk Assessment Site Investigation Report.

The applicants have completed a s106 Planning Obligation to secure financial contributions in respect of SPA mitigation and avoidance and public open space as required by adopted Development Plan policies.

## Consultee Responses

HCC Highways Development Planning

No highway objections subject to conditions. No Transport Contribution is required because the traffic generation of the proposed development is not considered likely to be significantly greater than that of the existing lawful uses.

Operations Manager  
(Domestic Bin Collection)

More information required.

Environmental Health	No objections subject to conditions and informatives.
Parks Development Officer	Identifies projects to which a Public Open Space contribution would be appropriate.
Conservation Team	No objection in principle, subject to the removal of railings to the windows and the use of punctuated or recessed balconies instead for better design.
Natural England	No objection subject to the necessary SPA financial contribution being secured with a s106 Planning Obligation.
Thames Water	No objection provided the developer follows the sequential approach to the disposal of surface water.
Hampshire & I.O.W. Wildlife Trust	No comments received during the consultation period, thereby presumed to have no objections.
Lead Local Flood Authorities	More information/clarification required concerning the surface water drainage flow rates.
Hampshire Fire & Rescue Service	No objections and provides generic advice concerning fire precautions and requirements.
Crime Prevention Design Advisor	No objections, but makes a number of observations about the design of the proposed scheme from a crime prevention perspective for the applicants' information and attention as necessary.

### **Neighbours notified**

In addition to posting a site notice and press advertisement, 124 individual letters of notification were sent to properties in Victoria Road, Grosvenor Road (including Whitley Court), Union Street, Upper Union Street, Union Terrace, Frederick Street and the Wellington Centre, including all properties adjoining the application site.

### **Neighbour comments**

Consultants on behalf of the owners of the adjoining property at Willow House, 23 Grosvenor Road	<p>Objection : The planning application includes a site plan that shows a number of parking spaces and landscaping strips being created within the Star Yard area. However these proposals are not legally implementable, because the owners of Willow House benefit from a right of access and egress over the whole of the Star Yard area to enable them to gain access to their adjoining property. All of the obstructions, including parking bays and landscaping strips, need to be removed from the plans, which will mean that the application proposal should include far fewer parking bays and no landscaping.</p> <p><i>[Officer Note: These objections were passed on to the applicants for their attention and have resulted in the submission of amended plans for the scheme that retain a route of access to Willow House across Star Yard, together</i></p>
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*with a revised parking layout for the current proposed development.]*

Aldershot Civic Society

Objection : The proposals are incompatible with the access required for the adjacent Willow House property, the owners of which have applied for planning permission (application ref.18/00251/FULPP). The main problem area being that of an unrealistic shared vehicular access through the yard space that needs to be utilised by both sites. Also the proposed parking layout looks unworkable in such a confined area, especially where double ranked. We agree that the site does need redeveloping, but with more thought to the local conditions.

*[Officer Note: The planning application in respect of Willow House was considered by Committee in July 2018 and planning permission was refused.]*

### **Policy and determining issues**

The site is located within the town centre area of Aldershot and directly adjacent, but outside, the boundary of the Aldershot West Conservation Area. Adopted Rushmoor Core Strategy (November 2011) Policies 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), CP8 (Supporting Economic Development); CP10 (Infrastructure Provision), CP11 (Green Infrastructure Network), 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.

A number of older Local Plan policies continue to be 'saved' and 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 ENV17 (general development criteria), ENV35 (development adjoining Conservation Areas), TR10 (highways considerations), OR4/OR4.1 (public open space) and H14 (amenity space) are relevant.

Also relevant are the Council's adopted Supplementary Planning Documents (SPDs) "Housing Density and Design" and "Sustainable Design and Construction" both adopted in April 2006; 'Transport Contributions' adopted in April 2008; and "Parking Standards" adopted in 2017. Since these documents were subject to extensive public consultation and consequent amendment before being adopted by the Council, some significant weight can be attached to the requirements of these documents. The advice contained in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) is also relevant.

The New Rushmoor Local Plan 2014 to 2032 contains emerging policies that are relevant to the consideration of the current application. It has now reached an advanced stage of preparation. Proposed main modifications to the Plan are, at the time of writing this report, subject to public consultation following receipt of the Inspector's provisional findings after the Local Plan Inquiry held in May 2018. It is currently anticipated that the New Local Plan will be formally adopted in early 2019. However, where there is now no reason for any changes to be made to the policies and content of the Plan because no modifications are being recommended and/or there is no difference in the policy approach currently taken with the Core Strategy, the new Plan can now be considered to carry some weight in the

consideration of planning applications. Where this is the case, this will be noted in the following Commentary section of this Report.

Core Strategy Policy CP6 requires, subject to viability, provision of 35% affordable housing with developments of 15 or more net dwellings. However, since the scheme proposes 14 additional units, the requirements of this policy do not apply in this case. In this context, the key determining issues are considered to be:

1. The Principle of the proposals;
2. Design and Visual Impact;
3. Impact on Neighbours;
4. The Living Environment Provided;
5. Highways Considerations;
6. Impact on Wildlife;
7. Drainage Issues;
8. Renewable Energy and Sustainability; and
9. Public Open Space.

## **Commentary**

### **1. Principle -**

The proposals seek to re-use a vacant and unused commercial property in Aldershot Town Centre area. The proposed development is therefore clearly seeking to make more efficient use of previously developed land, which, within reason, continues to be a clear objective of both Government planning guidance and local planning policy. This approach is also acknowledged in the Council's Supplementary Planning Document "Housing Density and Design" published in April 2006.

Since the site has the potential to contain some contaminated ground as a result of its long-standing commercial uses, and the proposed residential use is one that would be vulnerable to contact with contamination in undeveloped areas (such as within landscape planting areas) the applicants have undertaken an initial site investigation which concludes that the site has a moderate to low risk in terms of potential ground contamination. The Council's Contaminated Land Officer is satisfied with the approach and conclusions of this work, which identifies the scope for further investigation. No objection is raised subject to the imposition of the usual planning conditions to require the further site investigation work to be undertaken and for any remedial works to be implemented and verified as appropriate.

Core Strategy Policy CP8 seeks the retention of B-Class uses except where it can be demonstrated that there is no demand for the site. In this case the property has been unused for a significant period of time and Core Strategy Policy SP3 does support the development of good quality housing that would contribute to the vitality of the town centre. In the circumstances, it is considered that the proposals are acceptable in principle (subject to all usual development control issues being satisfactorily resolved in detail) since the proposals are clearly in line with Government objectives and the Council's own adopted planning policies.

### **2. Visual Impact -**

The site is not within a Conservation Area, although the north boundary of the application site with Upper Union Terrace forms part of the boundary of the Aldershot West Conservation Area. The application site does not adjoin any Listed Buildings. The vicinity has a mixed

densely urbanised character typical of a town centre, with a variety of land uses and buildings of different types, ages, conventional external materials and extensions and alterations.

It is necessary to consider the visual impact of the proposed development harm over and above any harm already considered to be caused by the existing buildings and site. The application property has a poor appearance and gives Aldershot a poor image. The site also has an existing unrestricted commercial use, which, if used to its full potential, would be likely to impact negatively, and potentially significantly, upon the visual character and amenity of the locality. It is therefore considered that there are potential advantages to the character and appearance of the area that arise from the proposed re-development, which would involve the significant refurbishment and cosmetic improvement of the application buildings and the change of use away from commercial use.

The principal changes to the visual appearance of the site other than the general improvements to the external appearance and use of existing buildings, are the demolition of existing buildings (No.3 Cross Street and the adjoining lock-up garages), the proposed extension to the side of the Old Warehouse, and the opening-up of the ground floor rear elevation of the Old Warehouse building into Upper Union Terrace. It is considered that the proposed demolition would remove structures in a poor state and appearance which make no positive contribution to the character and appearance of the area. The proposed extension is designed to match the external appearance of the Old Warehouse. Whilst Upper Union Terrace is within the Aldershot West Conservation Area, the service road to the rear of other properties is not a portion of the Conservation Area that is readily visible to the public. It is not a readily visible location within the Conservation Area and does not make a significant contribution to the visual character and appearance of the area. Overall, it is considered that the proposals would result in a significant cosmetic improvement to the appearance of the application site.

### **3. Impact on neighbours -**

The operation of the existing lawful and unrestricted commercial uses at the site has the potential to have substantially more impact on neighbours than is currently the case. The removal of the existing unrestricted commercial uses would result in a significant general improvement in the amenities of adjoining and nearby residential properties. The physical presence of the existing Old Warehouse building, which is both tall, bulky and utilitarian in appearance, clearly also has an existing impact upon neighbours.

The application site has residential neighbours primarily to the west and north sides at Katherine Court, Whitley Court and above some of the ground floor commercial properties on Union Street. There are also residential properties on the upper floors of buildings on the opposite side of Victoria Road. Whilst the proposals would result in the creation of residential dwelling units at upper floor levels in buildings that have not previously been in authorised residential use, it is considered that the design of the proposals, in combination with the degree of separation and the orientation of the buildings, provides acceptable relationships with all its residential neighbours. It is not considered that there would be any material and undue impacts upon non-residential neighbouring property. No representations have been received from any neighbours to the proposed development with the exception of the rights of access issue raised by owners of 'Willow House'.

The application proposals have been amended as a result of the receipt of the objections raised by the owners of 'Willow House'. This objection is simply addressed by showing a vehicular access route through 'Star Yard'.

It is considered that the proposed development would have an acceptable impact upon neighbours.

#### **4. The living environment created -**

All the proposed flats would provide accommodation meeting the Government minimum internal floorspace standards appropriate for their level of occupancy. Whilst the proposals are unable to provide on-site amenity space, this is not unusual with town centre residential property. The internal layout of a development is a functional matter between a developer and his client and is to some extent covered by the Building Regulations. It is a matter for prospective purchasers/occupiers to decide whether they choose to live in the proposed development. Nevertheless, it is considered that the living environment created would be acceptable.

#### **5. Highways considerations -**

Despite the extent and floorspace of the existing commercial property at the application site, limited on-site parking is available, which is restricted solely to 'Star Yard' and to the side of the access road alongside No.3 Cross Street. The submitted existing plans indicate that perhaps 10 spaces are available on-site, however this does not take account of the rights of way for 'Willow House' that would compromise the ability to provide all of this parking. As a result, it is considered that there is the clear potential for overspill on-street parking problems to arise were unrestricted commercial use of the property to resume, which could happen without the need for planning permission. Given that the area has existing on-street parking congestion problems (because many properties have no on-site parking) it is clearly preferable that this 'fall-back position' is discouraged. It is considered that the proposal offers the opportunity to remove existing uses that have the clear potential to generate significant problems for occupiers/users of property in the vicinity in highways terms.

By contrast, the proposed development makes provision for on-site parking at a level and arrangement (as amended by plans received 7 September 2018) that the Highway Authority (Hampshire County Council) considers to be acceptable. One on-site parking space is provided for each of the proposed flats, plus a visitor space, and four spaces allocated for the retained commercial units fronting Victoria Road. In this respect the proposals accord with the Council's adopted parking standards. The additional on-site parking spaces are achieved by creating space at ground floor level within the Old Warehouse and the proposed extension, most of which would have access into Upper Union Terrace.

The proposals would continue to use the existing vehicular access to Victoria Road and, as such, there would be no loss of existing on-street parking spaces outside the application property. The proposed access from new parking spaces into Upper Union Street would not result in the loss of street parking since the margin of the application site abutting this service road is subject to double-yellow parking restrictions. The proposed access from Upper Union Terrace is considered to be acceptable.

Arrangements for cycle parking and the storage and collection of refuse and recycling for the premises are identified with the application. In this respect the Operations Manager (Domestic Bin Collection) advises that the bin storage areas are too small for the number of bins that they need to accommodate. However it is considered that there is space within the layout of the proposed development for this to be remedied and, as such, imposition of a suitably worded condition is considered appropriate to deal with this matter.

No Transport Contribution can be justified in this case given that the proposed development is considered likely to generate less traffic than would arise from the resumption of the commercial uses.

It is considered that the proposals are acceptable in highways terms.

## **6. Impact on Wildlife -**

Following the receipt of information from the applicants, the Council has undertaken an Appropriate Assessment of the proposals under Regulation 63(1) of the Habitats Regulations. This has concluded that the proposals would, in combination with other plans and projects, be likely to have a significant effect on the integrity of the Thames Basin Heaths SPA. However, having reached this conclusion, in order to be lawfully permitted, the proposed development it has then been necessary for the applicant to secure a package of avoidance and mitigation measures.

In this respect, the Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy comprises two elements. Firstly the maintenance of Suitable Alternative Natural Greenspace (SANG) at Rowhill Copse in order to divert additional recreational pressure away from the Thames Basin Heaths Special Protection Area (TBHSPA) and secondly the maintenance 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 Rowhill Copse SANG will be considered.

In accordance with the strategy, the applicant has provided a financial contribution of £64,328.00 to provide and maintain the SANG at Rowhill Copse and in respect of SAMMs 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. The necessary s106 Undertaking has been 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.

According to the submitted Preliminary Bat Survey Report the application property has negligible potential to host roosting bats. Nevertheless, it is recommended that any works at the property are undertaken outside the bird nesting season (March to September inclusive) or the building must be checked for nesting birds immediately prior to any works commencing – and no works be undertaken if an occupied nest is found. Much of the pigeon debris was cleared from the building prior to the commencement of this year's bird nesting season. In the circumstances, it is considered appropriate that an informative be used to remind the applicant of the requirements of the Wildlife & Countryside Act with respect to any protected wildlife species encountered on site.

## **7. Sustainable Development and Renewable Energy -**

Policy CP3 requires applicants proposing new dwellings to demonstrate how they have incorporated sustainable construction standards and techniques into the development to achieve, subject to viability, at least Code Level 4 of the Code for Sustainable Homes.

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.

Nevertheless, since the proposals are largely for the change of use of existing buildings, it is not considered that the requirements of this policy are applicable and, indeed, could only be sought in respect of the new-build flats created within the proposed extension in any event. The application does not address this matter, although such measures may be secured by way of a planning condition.

## **8. Surface Water Drainage -**

The site is identified as being land at the lowest risk of flooding. Notwithstanding the requirements of Core Strategy Policy CP4, it is considered that the proposal would not worsen the existing situation with regard to surface water drainage from this site given that the site is already developed with 100% site coverage, mainly by the existing buildings. Nevertheless, whilst, the proposals offer limited scope to change or improve this situation, the applicants indicate that some SUDS measures are to be incorporated into the proposed development that would marginally improve the situation. Accordingly, it is considered that, subject to the usual condition, the proposals are acceptable having regard to Policy CP4.

## **9. Public open space -**

The Local Plan seeks to ensure that adequate open space 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. The site is not big enough to accommodate anything other than the development proposed and any associated landscape planting.

This is a circumstance where a contribution (in this case £23,600.00 towards the off-site provision of the POS comprising landscaping and infrastructure improvements at Princes Gardens, Aldershot (£12,319.20); playground surfacing refurbishments at Municipal Gardens, Aldershot (£9,180.40); and ball court refurbishments at Municipal Gardens, Aldershot (£2,100.40) secured by way of a planning obligation is appropriate. The applicant has completed and submitted a satisfactory s106 Agreement in this respect. As such, 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 are considered acceptable in principle, would have no material and harmful impact upon the visual character and appearance of the area and the adjoining Aldershot West Conservation Area, have no material and adverse impact on neighbours, would provide an acceptable living environment and are acceptable in highway terms. On the basis of the provision of a contribution towards the Rowhill Copse SPA mitigation 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. The proposals are thereby considered acceptable having regard to Policies CP2, CP5, CP8, CP10, CP11, CP12, CP13,



CP15, CP16 and CP17 of the Rushmoor Core Strategy and saved Local Plan Policies ENV17, ENV35, TR10, OR4/OR4.1 and H14.

### Full Recommendation

It is recommended that planning permission be **GRANTED** subject to the following conditions and informatives:-

- 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 - C T Foo Associates Drawing Nos. 1/30 REV.D, 2/30 REV.D, 3/30, 4/30, 5/30, 6/30, 7/30, 8/30, 9/30 REV.A, 10/30 REV.A, 11/30 REV.A, 12/30 REV.A, 13/30 REV.A, 14/30 REV.B, 15/30 REV.A, 16/30, 17/30, 18/30 REV.B, 19/30 REV.B, 20/30 REV.D, 21/30 REV.D, 22/30 REV.D, 23/30 REV.D, 24/30 REV.C, 25/30 REV.B, 26/30 REV.B, 27/30 REV.B, 28/30 REV.A, 29/30 REV.A, 30/30, & 31/31; and Design, Access & Heritage Statement; Protected Species Walkover Survey; Bat Survey Report; Surface Water Strategy Report; and Site Investigation Report.

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

- 3 Notwithstanding any indication of materials which may have been given in the application, or in the absence of such information, construction of the following elements of the development hereby approved [the external walls, roofing materials, window frames/glazing, decorative window and balcony balustrade railings, rainwater goods, and any new external hard-surfacing materials] shall not start until a schedule and/or samples of the materials to be used in them have been submitted to, and approved in writing by, the Local Planning Authority. Those elements of the development shall be carried out using the materials so approved and thereafter retained.

Reason - To ensure a satisfactory external appearance to the development. \*

- 4 Prior to occupation or use of the development hereby approved, screen and boundary walls, fences, hedges or other means of enclosure shall be installed in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed and retained in accordance with the details so approved.

Reason - To safeguard the amenities of neighbouring property. \*

- 5 The dwelling units hereby permitted shall not be occupied until the parking spaces,

bicycle storage and bin storage areas shown on the approved plans have been constructed, surfaced and made available to occupiers of, and visitors to, the development; in the case of parking spaces in accordance with the scheme of allocation indicated on the approved plans. Thereafter these facilities shall be kept available at all times for their intended purposes and allocation as shown on the approved plans. Furthermore, the parking spaces shall not be used at any time for the parking/storage of boats, caravans or trailers.

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

- 6 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.

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

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

- 8 Prior to the first occupation of the flats hereby permitted, details for a communal aerial/satellite dish/fibre-optic 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.

- 9 Prior to the commencement of development (including any demolition) a 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 means and measures to be taken to control noise, dust, vibration, smoke and other emissions arising from the implementation of the development;
- (c) the arrangements to be made for the delivery of all building and other materials to the site, including construction servicing/delivery routes;
- (d) the provision to be made for any storage of building and other materials on site;
- (e) measures to prevent mud from being deposited on the highway;
- (f) the programme for construction; and
- (g) 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 amenity, safety and convenience of adjoining and nearby residential properties and the safety and convenience of highway users. \*

- 10 Site clearance and works to implement the permission hereby permitted shall be undertaken in accordance with the recommendations of the AEWC Ltd. Protected Species Walkover Survey and Bat Survey Reports dated 14 June 2018 hereby approved.

Reason - In the interests of protected wildlife.

- 11 No construction works pursuant to this permission, including the excavation and installation/construction of foundations for the new building hereby approved, 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.\*

- 12 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.

- 13 Prior to the installation of drainage, details of measures to incorporate Sustainable Drainage Systems (SUDS) into the new built development in accordance with the proposals and recommendations outlined in the Innervision Design Surface Water Strategy Report dated May 2018 hereby approved 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 new-build dwelling units hereby permitted and retained in perpetuity.

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

- 14 Prior to the first occupation of the development hereby permitted a bat box shall be installed integrated into the new development in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. Furthermore, any scheme of external lighting to be installed shall be bat friendly. The installations in this respect shall subsequently be retained thereafter.

Reason - To ensure biodiversity gain in line with emerging Policy NE4 of the New Rushmoor Local Plan (2014-2032). \*

- 15 Prior to the first occupation of any of the new-build 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 these dwellings 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. \*

- 16 The development hereby approved shall not be occupied until measures to protect the dwellings from internal and external noise (as appropriate) have been implemented in accordance with a scheme to include, for example, acoustic double-glazing and ventilation and acoustic insulation which has been first submitted to and approved in writing by the Local Planning Authority.

Reason - To protect the amenity of the occupiers of the development. \*

## INFORMATIVES

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

The proposals are considered acceptable in principle, would have no material and harmful impact upon the visual character and appearance of the area and the adjoining Aldershot West Conservation Area, have no material and adverse impact on neighbours, would provide an acceptable living environment and are acceptable in highway terms. On the basis of the provision of a contribution towards the Rowhill Copse SPA mitigation scheme, the proposals are considered to have no significant impact upon the nature conservation interest and objectives of the Thames Basin

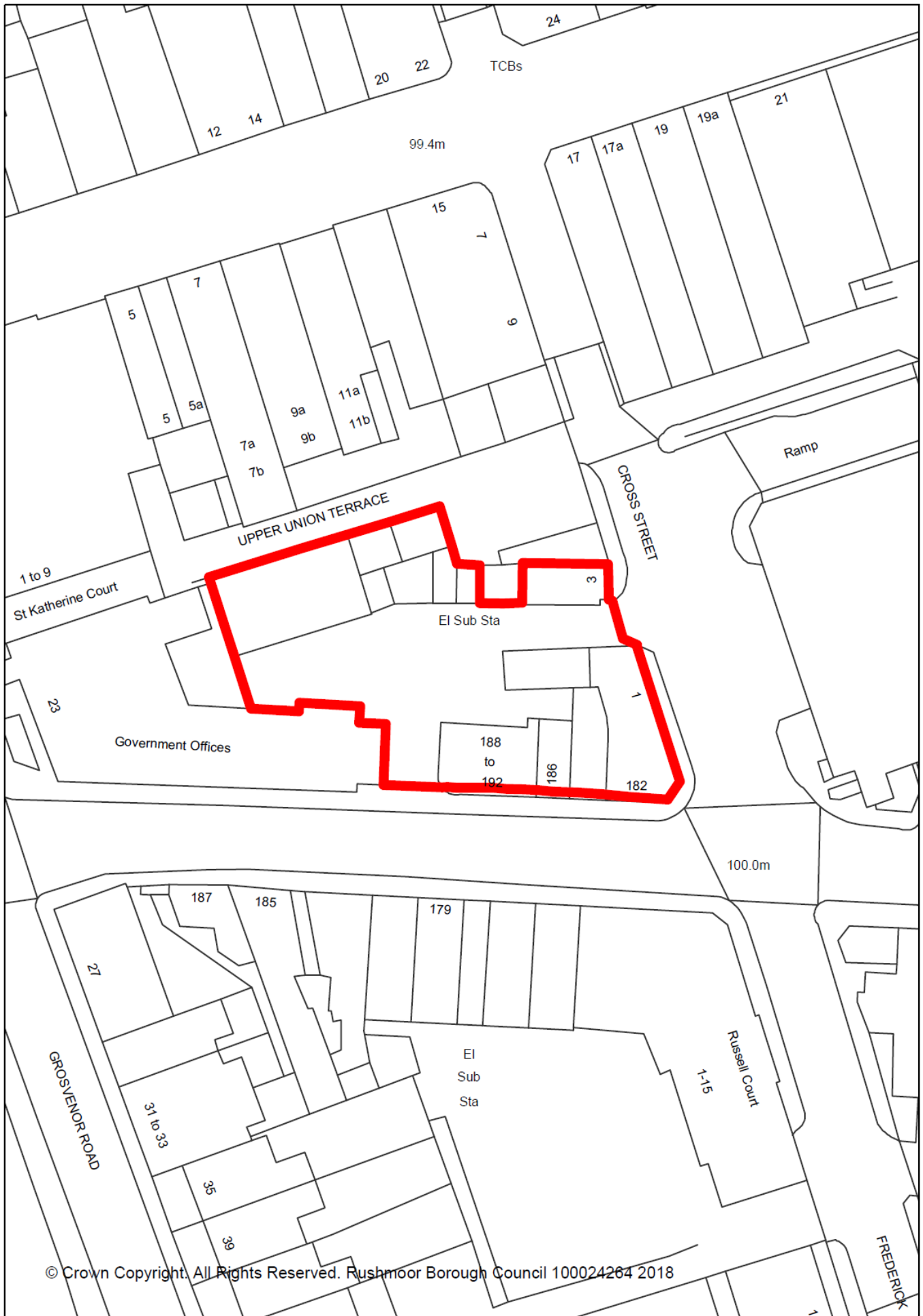
Heaths Special Protection Area. The proposals are thereby considered acceptable having regard to Policies CP2, CP5, CP8, CP10, CP11, CP12, CP13, CP15, CP16 and CP17 of the Rushmoor Core Strategy and saved Local Plan Policies ENV17, ENV35, TR10, OR4/OR4.1 and H14.

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.

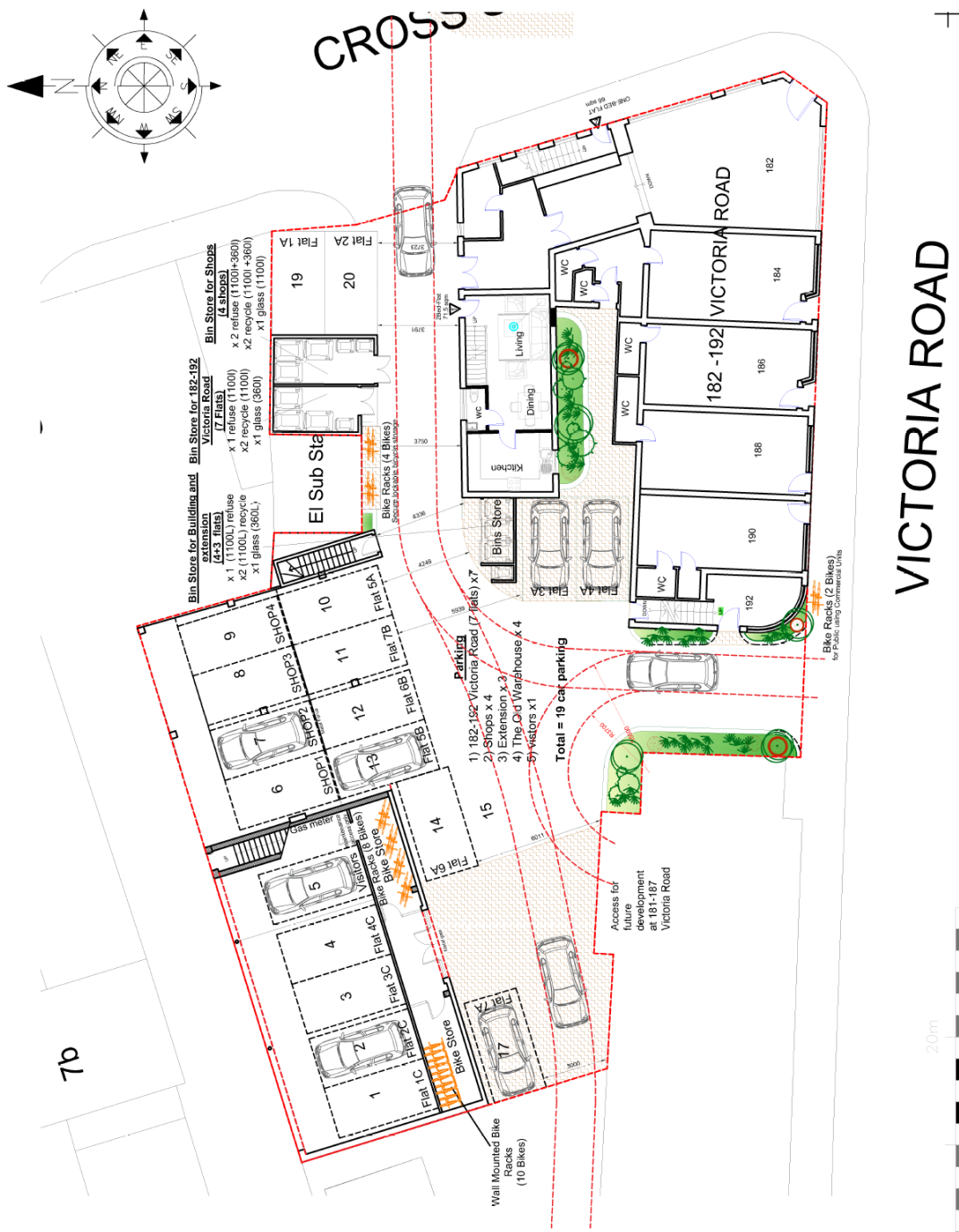
- 2      INFORMATIVE - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 3      INFORMATIVE - Your attention is specifically drawn to the conditions marked \*. These condition(s) require the submission of details, information, drawings etc. to the Local Planning Authority BEFORE a certain stage is reached in the development. Failure to meet these requirements is in contravention of the terms of the permission and the Council may take enforcement action to secure compliance. As of April 2008 submissions seeking to submit details pursuant to conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.
- 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 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.
- 6      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.
- 7      INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Council's Environmental Health Team for advice.
- 8      INFORMATIVE - The applicant is advised that during the construction phase 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 Council's Environmental Health Team.
- 9      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.

- 10 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.
- 11 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. 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 are encountered at any point during development then all works must stop immediately and you should contact Natural England.
- 12 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.



- A : 182-192 Victoria Road**
- Conversion from offices into 7 flats at first and second floor (x3 two-bedroom, x4 one-bedroom) with associated parking, bin and cycle storage.
- B : 3 Cross Street and Upper Union Terrace**
- Demolition of Pizza Shop (3 Cross Street) and Garages (Upper Union Terrace)
  - Development of three flats with associated parking, bin and cycle storage.
- C: The Old Warehouse- Upper Union Terrace**
- Conversion of Warehouse to provide 4 one-bedroom flats.



Site Plan 1:1250

Site Plan 1:200

## Proposed Site and Location Plan

Ref.	Revision	Date	By	CT Foo Associates	Client	Job number	Drawing number	Revision
A	Separation between access to flat at Old warehouse and New build & Minor changes for car parking allocation for some Flats at Building B & A	20-07-2018	SN	CT Foo Associates Civil & Structural Engineers Design Consultants	MR. ANAYATULLAH	1580	2/30	D
B	Description Note for Old warehouse amended	06-08-2018	SN					
C	Site Red line border and Parking/Landscape amended	16-08-2018	SN					
D	Minor amendments regarding Bins/Bike store, CCTV & removal of fire ext. stair	03-09-2018	SN					

**Project:** Conversion of offices into 7 flats (3 x two-bedroom, 4 x one bedroom ) and demolishing Pizza Shop and Garages into 3 flats (3 x two bedroom flat) and conversion of old Warehouse into 4 flats (4 x one bedroom flat) at: 182-192 Victoria Road, Aldershot, Hampshire, GU11 1JZ

**Scale:** A3 @ 1:200 & 1:1250 **Date:** 22-06-2018 **Drawn by:** SN

**Job number:** 1580 **Drawing number:** 2/30 **Revision:** D



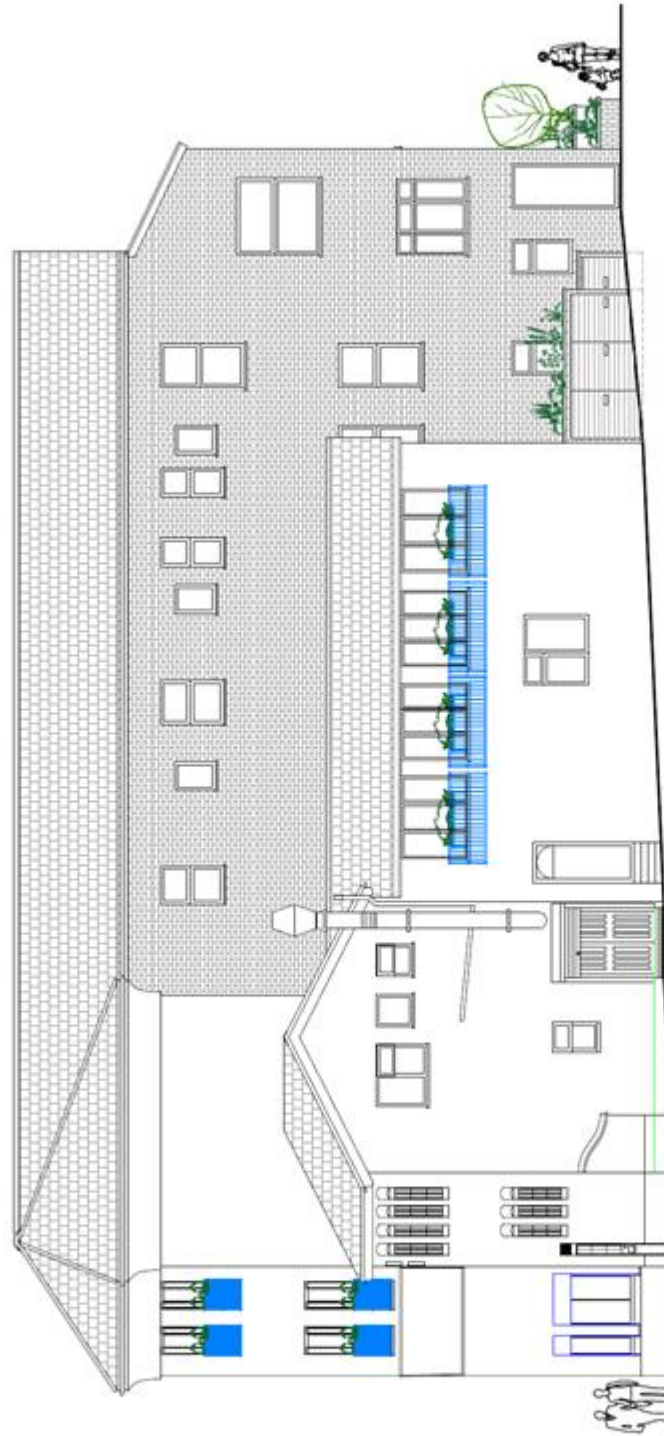
- Conversion from offices into 7 flats at first and second floor (x3 two-bedroom, x4 one-bedroom) with associated parking, bin and cycle storage.



Proposed 182-192 Victoria Road

[illegible]

**A: 182-192 Victoria Road**  
 - Conversion from offices into 7 flats at first and second floor (x3 two-bedroom, x4 one-bedroom) with associated parking, bin and cycle storage.



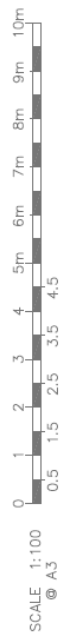
**PROPOSED NORTH ELEVATION**  
 (REAR)



## Proposed 182-192 Victoria Road

Ref.	Revision	Date	By
A	Parking/Landscape layout amended	16-05-2018	SN
B	Bin store added, removal of fire exit door, landscape change & Bin store added	03-09-2018	SN
Client: MR ANAYATULLAH			
Job number: 1580			
Drawing numbers: 18/30			
Revising: B			
Date: 22-06-2018			
Drawn by: SN			
Scale: 1:100			
Project: Conversion of offices into 7 flats (3 x two-bedroom, 4 x one bedroom) and Demolishing Pizza Shop and Garages into 3 flats (3 x two bedroom flat) and conversion of old Warehouse into 4 flats (4 x one bedroom flat); 182-192 Victoria Road, Aldershot, Hampshire, GU11 1JZ			

- Conversion from offices into 7 flats at first and second floor (x3 two-bedroom, x4 one-bedroom) with associated parking, bin and cycle storage.

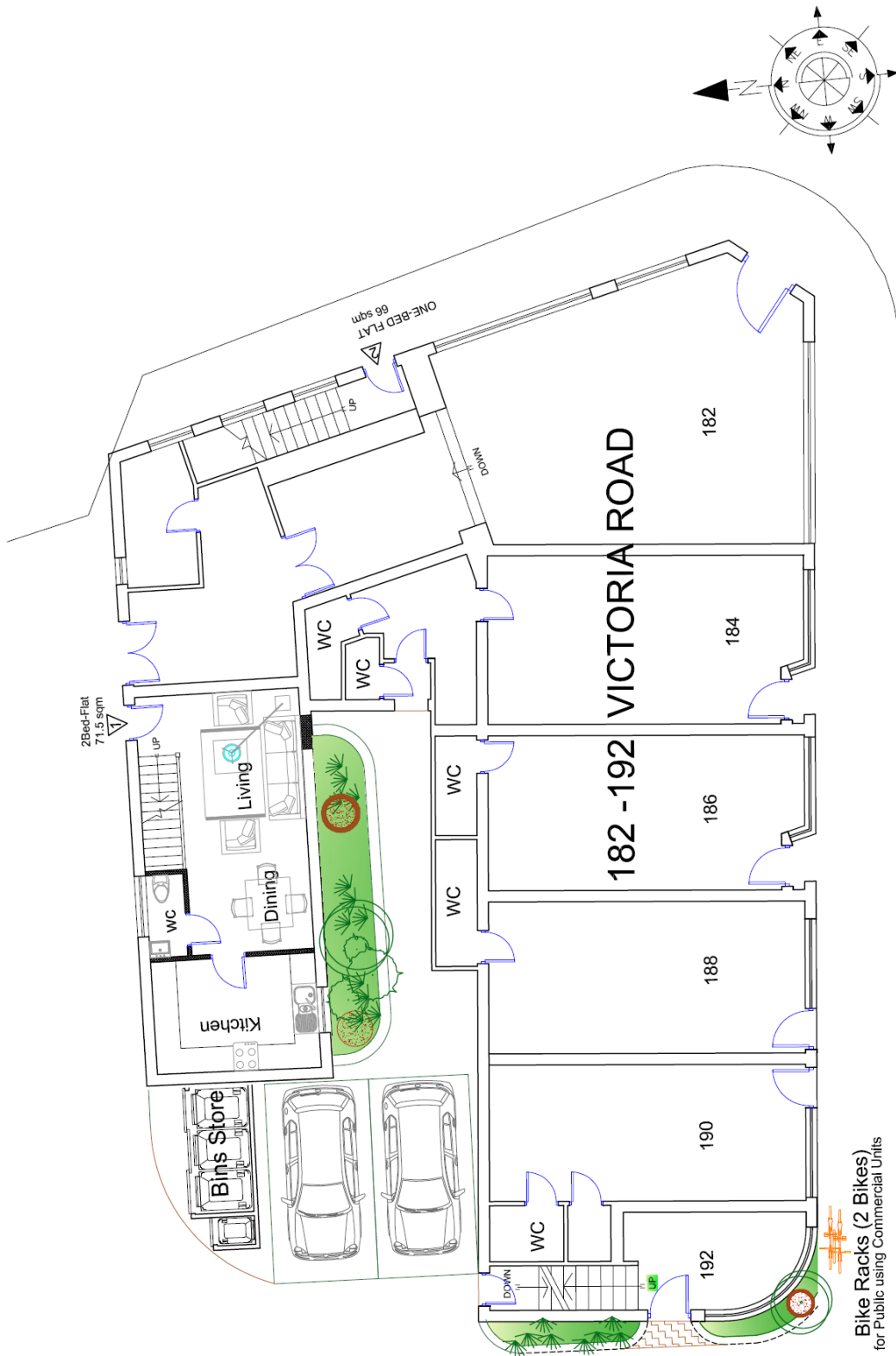


**PROPOSED WEST ELEVATION**  
(Star Yard)

**Proposed 182-192 Victoria Road**

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**A: 182-192 Victoria Road**  
 - Conversion from offices into 7 flats (3 x two-bedroom, 4 x one-bedroom) and demolishing Pizza flats at first and second floor (x3 two-bedroom, x4 one-bedroom) with associated parking, bin and cycle storage.



**Bike Racks (2 Bikes)**  
 for Public using Commercial Units

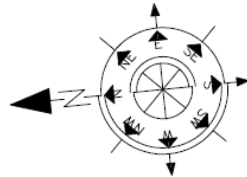
SCALE 1:100  
 @ A3

## Proposed Ground Floor at 182-192 Victoria Road

<b>Ref.</b> <b>Revision</b> A Bins store added, removal of fire exit stair, landscape change & Bikes store added	<b>Date</b> 03-09-2018	<b>By</b> SN
<b>Client:</b> MR. ANAYATULLAH	<b>Job number:</b> 1580	<b>Drawing number:</b> 13/30
<b>Scale:</b> A3 @ 1:100	<b>Date:</b> 22-06-2018	<b>Drawn by:</b> SN
<b>Project:</b> Conversion of offices into 7 flats (3 x two-bedroom, 4 x one-bedroom) and demolishing Pizza Shop and Garages into 3 flats (3 x two bedroom flat) and conversion of old Warehouse into 4 flats (4 x one bedroom flat) at: 182-192 Victoria Road, Aldershot, Hampshire, GU11 1JZ	<b>Scale:</b> A3 @ 1:100	<b>Revisions:</b> A

**A : 182-192 Victoria Road**

- Conversion from offices into 7 flats at first and second floor (x3 two-bedroom, x4 one-bedroom) with associated parking, bin and cycle storage.



# Proposed First Floor at 182-192 Victoria Road

**SUITE 8**  
Wendy Charbon  
Queens Road  
Arlington, Maine  
04011-310

**Tel:** 01252 315 170  
**Fax:** 01252 315 170

**Email address:**  
[info@glennet.com](mailto:info@glennet.com)

**Website address:**  
[www.glennet.com](http://www.glennet.com)

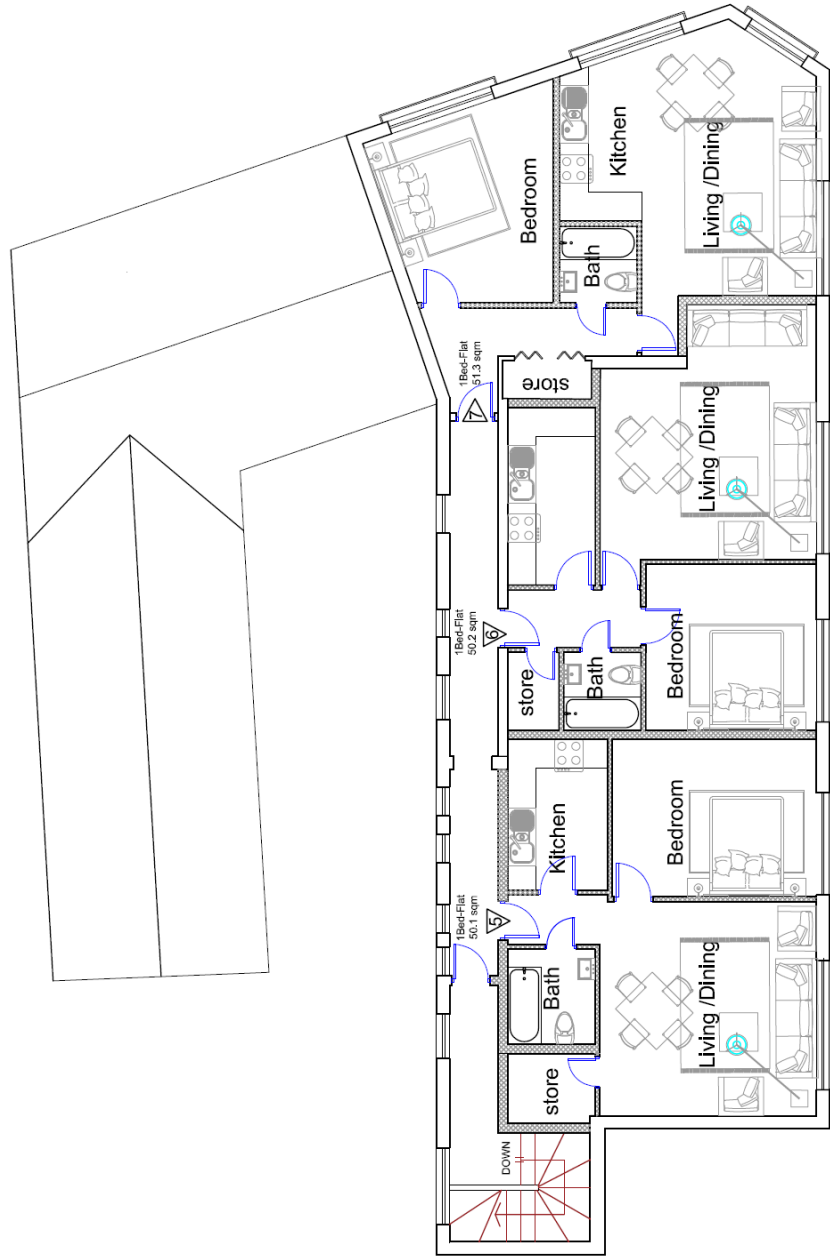
**Project:** Conversion of offices into 7 flats (3 x two-bedroom, 4 x one bedroom ) and demolishing Pizza Shop and Garages into 3 flats (3 x two bedroom flat) and conversion of old Warehouse into 4 flats (4 x one bedroom flat)at: 182-192 Victoria Road, Aldershot, Hampshire, GU11 1JZ

ALL DIMENSIONS TO BE CHECKED ON SITE  
ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS

MR. ANAYATULLAH

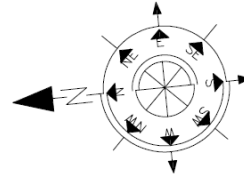
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**A.: 182-192 Victoria Road**  
- Conversion from offices into 7 flats (3 x two-bedroom, 4 x one bedroom) and demolishing Pizza flats at first and second floor (x3 two-bedroom, x4 one-bedroom) with associated parking, bin and cycle storage.



SCALE 1:100  
@ A3

0 1 2 3 4 5m 6m 7m 8m 9m 10m  
0.5 1.5 2.5 3.5 4.5



## Proposed Second Floor at 182-192 Victoria Road

Ref.	Revision	Date	By	CT Foo Associates				Project			
				Chartered Architects Design Consultants				Conversion of offices into 7 flats (3 x two-bedroom, 4 x one bedroom) and demolishing Pizza Shop and Garages into 3 flats (3 x two bedroom flat) and conversion of old Warehouse into 4 flats (4 x one bedroom flat) at: 182-192 Victoria Road, Aldershot, Hampshire, GU11 1JZ			
A	removal of fire exit stair & replacement of fire exit door by a window	03-09-2018	SN	Scale: A3 @ 1:100				Drawn by: SN			
				Job number: 1580				Date: 22-06-2018			
				Client: MR. ANAYATULLAH				Drawing number: 15/30			
				ALL DIMENSIONS TO BE CHECKED ON SITE ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS				Revision: A			

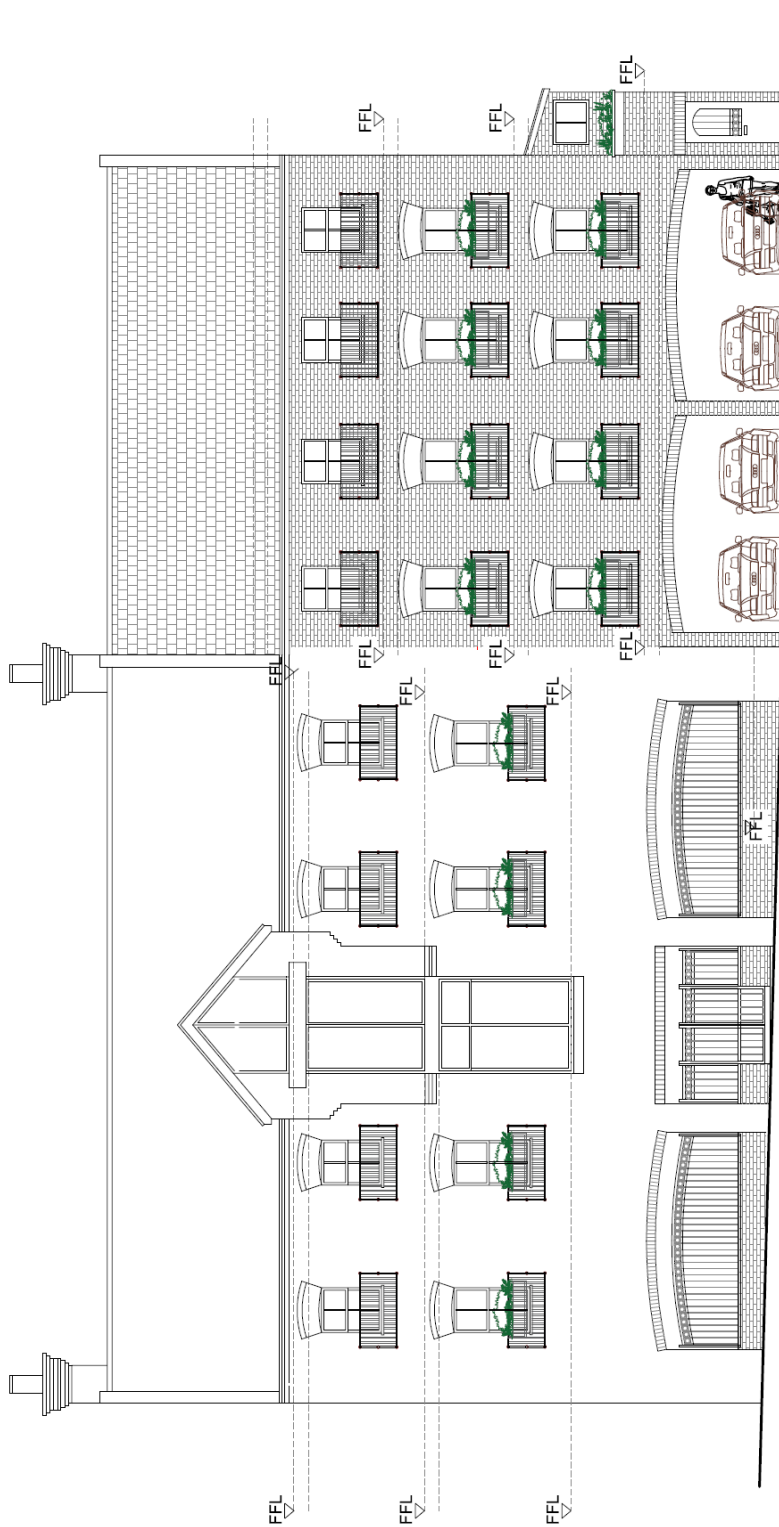


# **B : 3 Cross Street and Upper Union Terrace**

- Demolition of Pizza Shop (3 Cross Street) and Garages (Upper Union Terrace)
- Development of three flats with associated parking, bth and cycle storage.

# **C: The Old Warehouse- Upper Union Terrace**

- Conversion of Warehouse to provide 4 one-bedroom flats.



Proposed Rear Elevation (South)

SCALE 1:100  
@ A3

0 1 2 3 4 5m 6m 7m 8m 9m 10m  
0.5 1.5 2.5 3.5 4.5

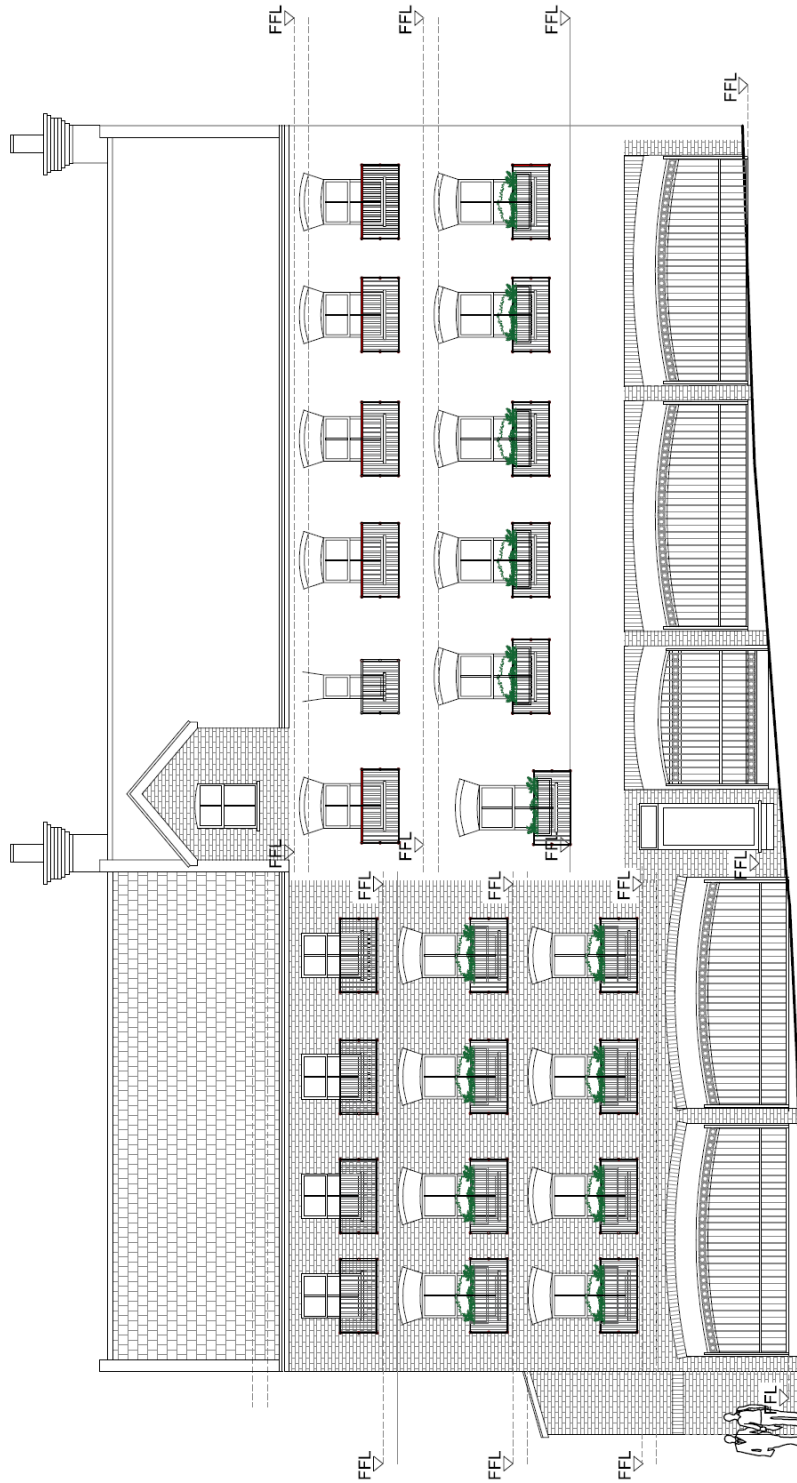
## Proposed Old Warehouse & New Build

Ref.	Revision	Date	By
A	Separation between access to flat at Old warehouse and New build	20-07-2018	SN
B	Description Note for Old warehouse amended	06-08-2018	SN

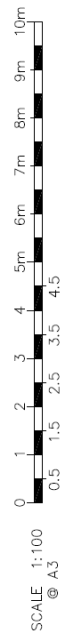
  

<b>CT Foo Associates</b> <small>Chartered Architects Design Consultants</small>	<small>01252 315 175 Weekly Charters Tel: 01252 315 170 Email: info@ctfoo.co.uk Address: 182-192 Victoria Road, Aldershot, Hampshire, GU11 1JZ Website: www.ctfoo.co.uk</small>
<small>ALL DIMENSIONS TO BE CHECKED ON SITE ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS</small>	<b>Client:</b> MR. ANAYATULLAH
<b>Project:</b> Conversion of offices into 7 flats (3 x two-bedroom, 4 x one bedroom ) and demolishing Pizza Shop and Garages into 3 flats (3 x two bedroom flat) and conversion of old Warehouse into 4 flats (4 x one bedroom flat) at: 182-192 Victoria Road, Aldershot, Hampshire, GU11 1JZ	<b>Scale:</b> A3 @ 1:200 & 1:1250
<b>Date:</b> 22-06-2018	<b>Drawn by:</b> SN
<b>Job number:</b> 1580	<b>Drawing number:</b> 26/30
<b>Revisions:</b> B	

- B : 3 Cross Street and Upper Union Terrace**
- Demolition of Pizza Shop (3 Cross Street) and Garages (Upper Union Terrace)
  - Development of three flats with associated parking, bin and cycle storage.
- C: The Old Warehouse- Upper Union Terrace**
- Conversion of Warehouse to provide 4 one-bedroom flats.



Proposed Front Elevation (North)



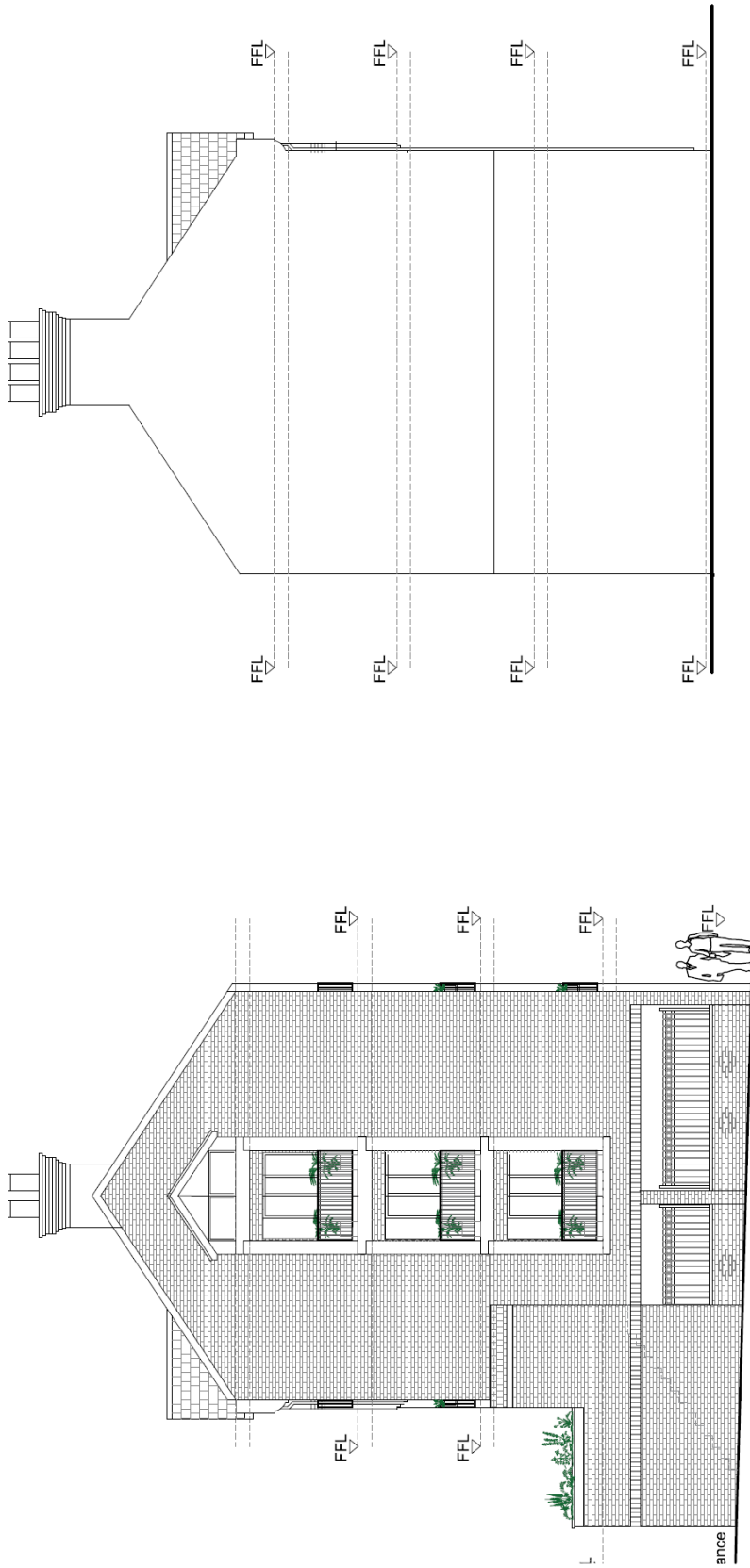
## Proposed Old Warehouse & New Build

Ref.	Revision	Date	By
A	Separation between access to flat at Old warehouse and New build	20-07-2018	SN
B	Description Note for Old warehouse amended	08-08-2018	SN
<p>CT Fox Associates Chartered Architects Design Consultants</p> <p>14, DUNDEE STREET DUNDEE, DD1 1JG Tel: 01382 315 170 Fax: 01382 315 170 Email: info@ctfox.co.uk Website: www.ctfox.co.uk</p> <p>Project: Conversion of offices into 7 flats (3 x two-bedroom, 4 x one bedroom ) and demolishing Pizza Shop and Garages into 3 flats (3 x two bedroom flat) and conversion of old Warehouse into 4 flats (4 x one bedroom flat) at: 182-192 Victoria Road, Aldershot, Hampshire, GU11 1JZ</p> <p>Scale: 1:3 @ 1:200 &amp; 1:1250 Date: 22-06-2018 Drawn by: SN</p> <p>Job number: 1580 Drawing number: 25/30 Revision: B</p>			
<p>ALL DIMENSIONS TO BE CHECKED ON SITE ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS</p> <p>Client: MR. ANAYATULLAH</p>			



- B : 3 Cross Street and Upper Union Terrace**
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- Conversion of Warehouse to provide 4 one-bedroom flats.



Proposed Side Elevation (West)

Proposed Side Elevation (East)

SCALE 1:100 @ A3

0 0.5 1 1.5 2 2.5 3 3.5 4 4.5 5m 6m 7m 8m 9m 10m

## Proposed Old Warehouse & New Build

Ref.	Revision	Date	By
A	Separation between access to flat at Old warehouse and New build	20-07-2018	SN
B	Description Note for Old warehouse amended	06-08-2018	SN
Client :			
MR.ANAYATULLAH			
Job number: 1580			
Drawing number: 27/30			
Revisions:			
B			

**Project:** Conversion of offices into 7 flats (3 x two-bedroom; 4 x one bedroom ) and demolishing Pizza Shop and Garages into 3 flats (3 x two bedroom flat) and conversion of old Warehouse into 4 flats (4 x one bedroom flat). 182-192 Victoria Road, Aderstot, Hampshire, GU11 1JZ

**Scale:** A3 @ 1:200 & 1:1250

**Date:** 22-06-2018

**Drawn by:** SN

**CT Foo Associates**  
 Chartered Architects  
 Design Consultants

ALL DIMENSIONS TO BE CHECKED ON SITE  
 ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS

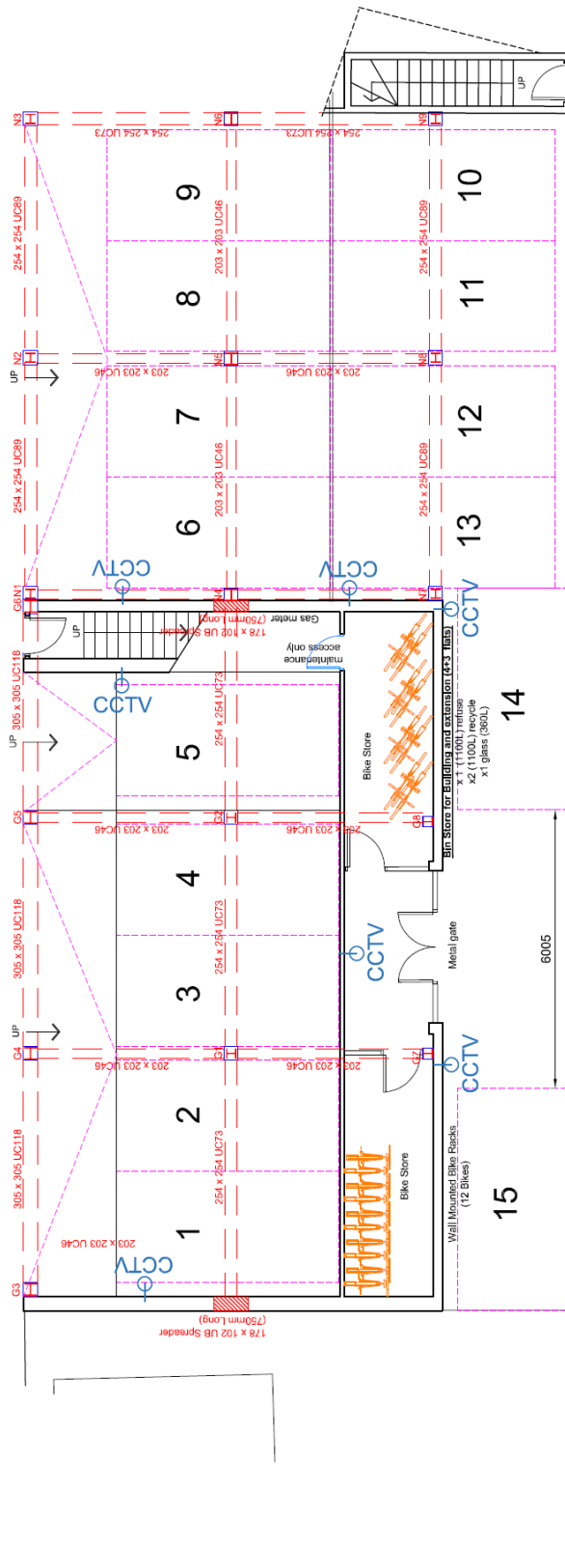
**Project:** Conversion of offices into 7 flats (3 x two-bedroom; 4 x one bedroom ) and demolishing Pizza Shop and Garages into 3 flats (3 x two bedroom flat) and conversion of old Warehouse into 4 flats (4 x one bedroom flat). 182-192 Victoria Road, Aderstot, Hampshire, GU11 1JZ

**Scale:** A3 @ 1:200 & 1:1250

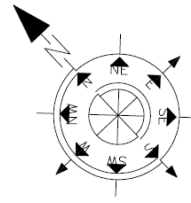
**Date:** 22-06-2018

**Drawn by:** SN

- B : 3 Cross Street and Upper Union Terrace**
- Demolition of Pizza Shop (3 Cross Street) and Garages (Upper Union Terrace)
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- C: The Old Warehouse- Upper Union Terrace**
- Conversion of Warehouse to provide 4 one-bedroom flats.



Proposed Ground Floor Plan



## Proposed Old Warehouse & New Build

Ref.	Revision	Date	By
A	Separation between access to flat at Old warehouse and New build	20-07-2018	SN
B	Description Note for Old warehouse amended	06-08-2018	SN
C	Parking layout amended	16-08-2018	SN
D	Minor amendments removing replacing Bins stores by Bike stores	03-09-2018	SN

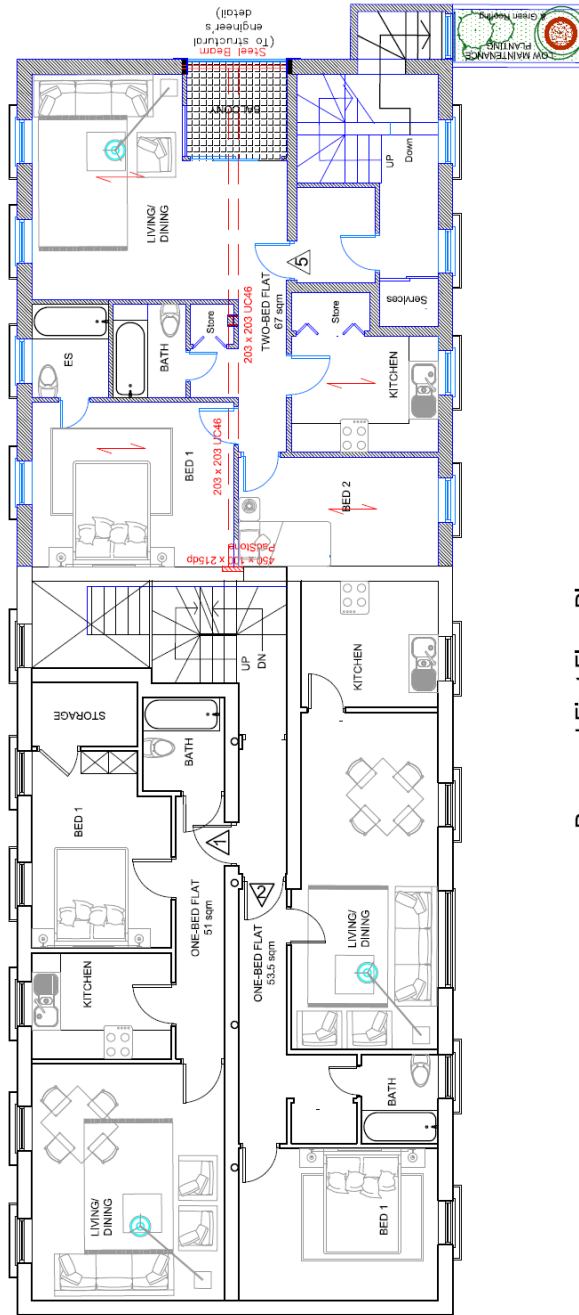
CTFOO Associates Chartered Architects Design Consultants	14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000	MRANAYATULLAH
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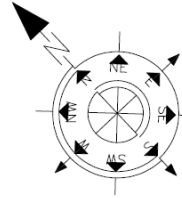
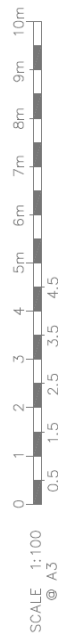
Project: Conversion of offices into 7 flats (3 x two-bedroom, 4 x one bedroom ) and demolishing Pizza Shop and Garages into 3 flats (3 x two bedroom flat) and conversion of old Warehouse into 4 flats (4 x one bedroom flat)at: 182-192 Victoria Road, Aldershot, Hampshire, GU11 1JZ	Scale: A3 @ 1:200 & 1:1250	Date: 22-06-2018	Drawn by: SN
Job number: 1580	Drawing number: 20/30	Revision: D	

- B : 3 Cross Street and Upper Union Terrace**
- Demolition of Pizza Shop (3 Cross Street) and Garages (Upper Union Terrace)
  - Development of three flats with associated parking, bin and cycle storage.

- C: The Old Warehouse- Upper Union Terrace**
- Conversion of Warehouse to provide 4 one-bedroom flats.



Proposed First Floor Plan



## Proposed Old Warehouse & New Build

Ref.	Revision	Date	By
A	Label corrected	26.06.2018	SN
B	Separation between access to flat at Old warehouse and New build	20-07-2018	SN
C	Description Note for Old warehouse amended	06-08-2018	SN
D	Minor amendments removing Bike stores at upper floors	03-09-2018	SN

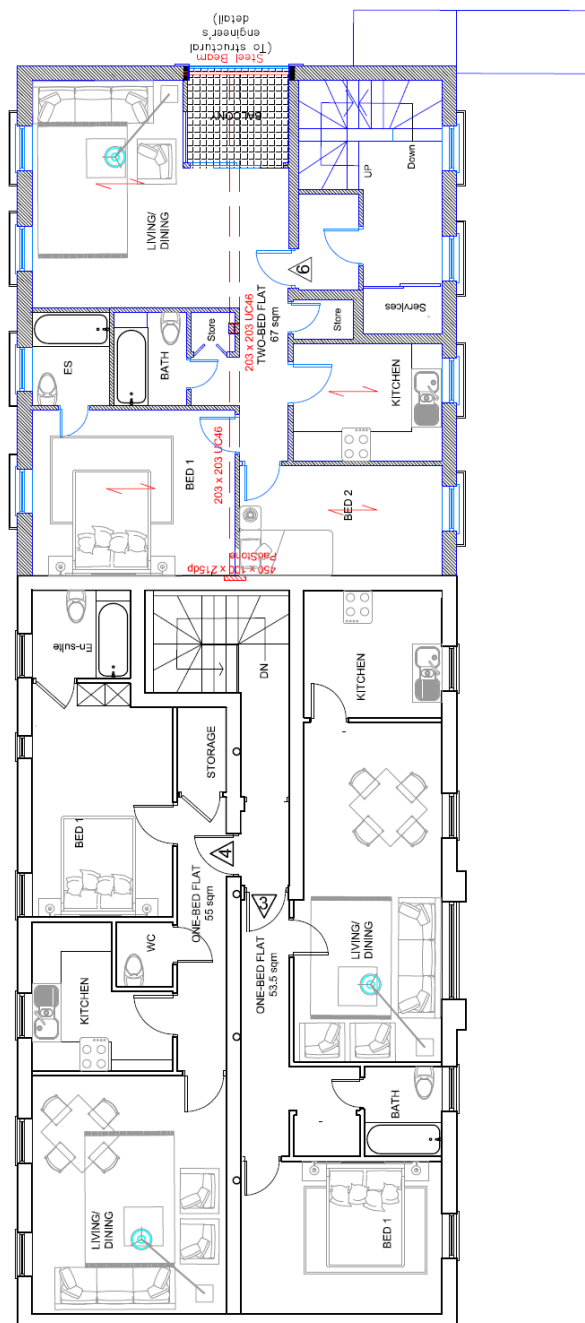
<b>CT Foo Associates</b> Chartered Architects Design Consultants	<b>Project:</b> Conversion of offices into 7 flats (3 x two-bedroom, 4 x one bedroom ) and demolishing Pizza Shop and Garages into 3 flats (3 x two bedroom flat) and conversion of old Warehouse into 4 flats (4 x one bedroom flat) at: 182-192 Victoria Road, Aldershot, Hampshire, GU11 1JZ <b>Date:</b> 22-06-2018 <b>Scale:</b> A3 @ 1:200 & 1:1250 <b>Job number:</b> 1580 <b>Drawing number:</b> 21/30 <b>Revision:</b> D
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### C: The Old Warehouse- Upper Union Terrace

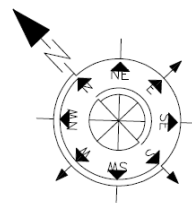
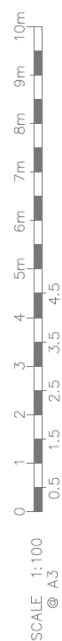
- **Demolition of Pizza Shop (3 Cross Street) and Garages (Upper Union Terrace)**
- **Development of three flats with associated parking, bin and cycle storage.**

### C: The Old Warehouse- Upper Union Terrace

- Conversion of Warehouse to provide 4 one-bedroom flats.



## Proposed Second Floor Plan

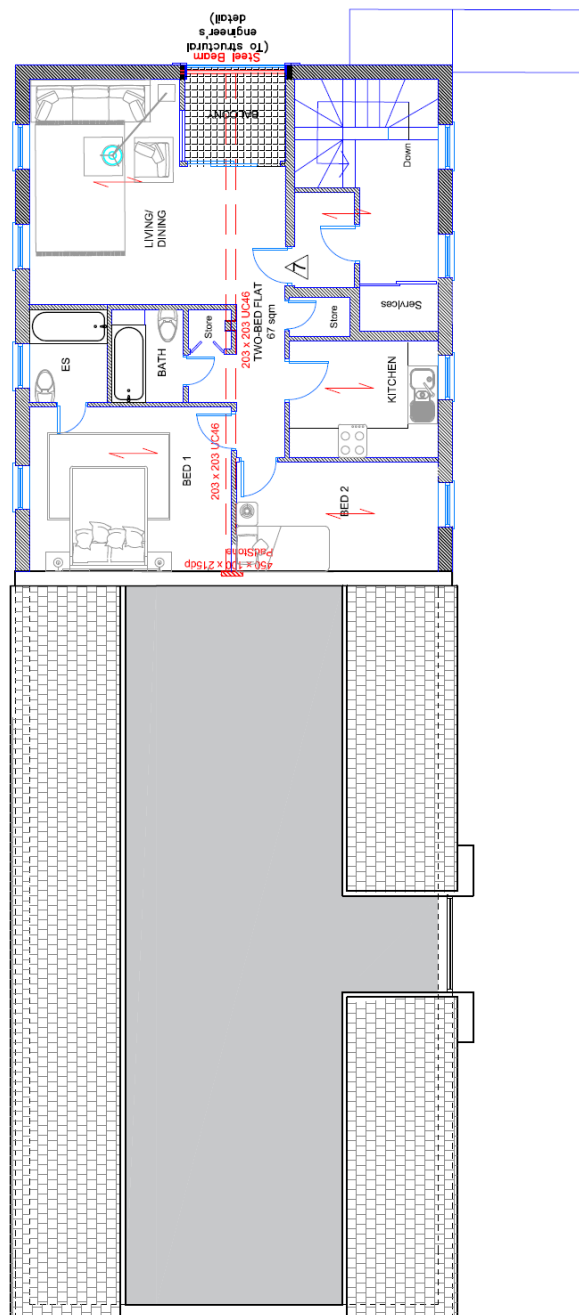


# Proposed Old Warehouse & New Build

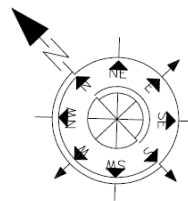
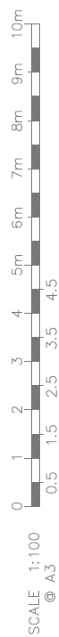
Ref.	Revision	Date	By	Project	Scale	Date	Drawn by	Revision
A	Label corrected	26.06.2018	SN	Conversion of offices into 7 flats (3 x two-bedroom, 4 x one bedroom ) and demolishing Pizza Shop and Garages into 3 flats (3 x two bedroom flat) and conversion of old Warehouse into 4 flats (4 x one bedroom flat)at: 182-192 Victoria Road, Aldershot, GU11 1JZ	Scale: 1:200 & 1:1250	22-06-2018	SN	D
B	Separation between access to flat at Old warehouse and New build	20-07-2018	SN					
C	Description Note for Old warehouse amended	06-08-2018	SN					
	Minor amendments removing Bike stores at upper floors	03-09-2018	SN					

- Demolition of Pizza Shop (3 Cross Street) and Garages (Upper Union Terrace)
- Development of three flats with associated

- Conversion of Warehouse into one-bedroom flats.



## Proposed Third Floor Plan



# Proposed Old Warehouse & New Build

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

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Case Officer	Keith Holland
Application No.	18/00657/FULPP
Date valid	6 September 2018
Expiry date of consultations	1 October 2018
Proposal	Construction of a new hangar for maintenance, repair and overhaul of aircraft and ancillary offices with associated works including aircraft apron, connection to taxiway, vehicle parking, new access roads and an amended access connecting to Trenchard Way, security fencing, gatehouse, drainage, remediation works and lighting together with associated landscaping.
Address	<b>Farnborough Airport, Farnborough Road, Farnborough</b>
Ward	St.Mark's
Applicant	Gulfstream Aerospace, Ltd.
Agent	Quod (James Guthrie)
Recommendation	<b>GRANT</b>

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## Introduction

This report considers the application for full planning permission for the construction of a new hangar for the maintenance, repair and overhaul (MRO) of aircraft and ancillary offices with associated works including aircraft apron, connection to taxiway, vehicle parking, new access roads and an amended access connecting to Trenchard Way, security fencing, gatehouse, drainage, remediation works and lighting together with associated landscaping on land at Farnborough Airport.

Full details of all these aspects have been submitted for consideration with this proposal, with the exception of the location, layout, design and appearance of the gatehouse. Any information shown concerning the gatehouse in this submission is indicative only. Details of the gatehouse will be submitted pursuant to a planning condition on any approval, and it is envisaged that this will be presented by TAG



Farnborough Airport, as those responsible for the security of the Airport, at a subsequent date.

The proposed MRO facility would be operated by Gulfstream Aerospace, Ltd., the world leader in designing, manufacturing, marketing and servicing business jet aircraft. Whilst the company's headquarters is in Savannah, Georgia, USA, it operates facilities on four continents and employs over 15,000 people worldwide.

Gulfstream currently has more than 225 aircraft based in Europe, and at present operates its MRO facility at Luton Airport. However, the company has the need for more modern facilities and greater capacity for its European service centre network, and Luton Airport is moving towards a more commercial focussed operation, rather than business aviation.

Farnborough Airport is exclusively dedicated to business aviation, offers amenities that complement the Gulfstream brand, and has the potential to accommodate the size of development required. Following an extensive site selection process by Gulfstream, working with UK Trade and Investment, which reviewed 10 locations, TAG Farnborough Airport was selected, subject to planning permission, following detailed discussions with Hampshire County Council and Rushmoor Borough Council.

## **DESCRIPTION**

### **The Site and Surroundings**

The application site covers some 8.9 hectares in the north-east corner of the Airport, and includes the site of an existing hangar known as "A" shed. Immediately west of the site and within the airport boundary, is the Airport Fire Station. To the south lie aprons, taxiways and the main runway for the Airport. East of the site is its junction with Trenchard Way, which will form the development's principal access point, whilst north of this access link is a vacant site (known as Plot E), which has an extant planning permission for office development. It is owned by TAG and forms part of Farnborough Business Park. Plot E is bounded to the north by Fowler Avenue.

The application site is not within or near a Conservation Area, but is close to a number of Listed, and Locally Listed, Buildings recognising their importance as aviation heritage assets. The impact of the proposed development upon these assets is assessed later in the report. A small part of the site (in the southwest corner) is covered by a Site of Importance for Nature Conservation designation (SINC).

### **History**

The wider airport site has a long established history as part of the former Defence Evaluation and Research Agency (DERA) and its forebears. In October 2000, outline planning permission was granted for the erection of new buildings and associated structures, installation of aerodrome and ancillary infrastructure works, formation of new vehicular access, and use of the aerodrome for business aviation and related uses. This was subject to a number of restrictions, including the total number of business aviation movements per year, and a limit on flying at weekends and on

Bank Holidays.

In March 2008, permission was granted on appeal to increase the number of movements at weekends and on Bank Holidays from 2,500 to 5,000 per annum. In February 2011, planning permission was granted on appeal to increase the total number of business aviation movements at the Airport from 28,000 per year to a maximum of 50,000 per year, and this remains the primary planning permission governing the business aviation operation at the Airport.

Until recently, this particular site subject to the application, lay partly within the Airport operational boundary and partly within Farnborough Business Park (part of Plot E), which has planning permission for offices. In July 2018, permission was granted for a change of use from business (Use Class B1) to Airport use, such that all the land within the current application boundary now benefits from the Airport use. This in turn gives certain permitted development rights, such as allowing the erection of fencing, hard surfacing and access roads for operational use. These are the enabling works that have been taking place on the site during the autumn of 2018, such as realigning the airport perimeter road around the edge of the application site.

Finally, in August 2018, the Council determined that prior approval was not required for the demolition of “A” Shed, the existing hangar on site constructed in black profiled steel sheeting.

## **The Proposal**

It is proposed to erect a new hangar comprising 21,357 sq.m. floorspace together with 796 sq.m. of external plant. The rectangular hangar would be used for the maintenance, repair and overhaul (MRO) of Gulfstream business aircraft, and measure some 234m. in length, 68.5 m. wide, with an arched roof rising to a maximum of 17.7m. high. Its clear span form is designed to minimise any interruptions or obstructions internally to maximise the flexibility of the hangar to accommodate aircraft. The drawings indicate that the hangar could accommodate up to 13 x Gulfstream G650 aircraft (the largest in their current fleet). The operations to be carried out in the hangar include scheduled maintenance and checks, visual inspections, major and minor repairs, and component replacement. The services offered by the facility would be prescribed routine front line maintenance and required repairs to maintain fleet operability. Aircraft that visit the facility normally would be those passing through Farnborough Airport as part of their normal scheduled routine.

As well as the MRO area, the building would also accommodate support services, such as storage of parts, workshops, staff welfare, plant rooms and ancillary offices. These would be arranged along the back (north) and side (east) of the hangar. The majority of plant spaces are within the building envelope to reduce degradation and minimise opportunities for bird roosting or nesting. Immediately to the west, attached to the hangar and shielded by a screen wall, would be an external plant area containing two sprinkler tanks and a pump house required for the hangar fire suppression system.

The hangar would be located to the north-west of the site, parallel to Fowler Avenue and Templer Avenue, the main distribution road in the Business Park. The south elevation of the building (facing the airport) would contain three bays, each made up

of four individual sliding doors that would open onto a large new apron. This in turn feeds on to a taxiway to the main runway. The east end of the south elevation would comprise a glazed element serving the ancillary offices.

The majority of the east elevation of the hangar would be full height glazing over three storeys with brise soleil. The north (rear) elevation would be predominantly grey profiled metal cladding with ground floor glazing to light a rear corridor running the full length of the ancillary offices in this part of the building. The west elevation would be exclusively grey profiled metal cladding, as would the screen wall around the external plant on this side of the building.

In keeping with the character of the wider Airport, the landscaping is proposed to be kept simple with turf and low growing ground cover shrubs around and within the car parking area and access road. Two new sections of security fence would be installed to protect the “airside” apron. The new fence would match the existing Airport security fence, which is a silver grey wire mesh, featuring a toe and finger proof mesh aperture.

Between the north and east elevations of the new building and the airport perimeter road, a total of 320 car parking spaces would be provided, including 18 suitable for people with disabilities and 16 spaces for electric vehicles (3 of which would have charging points). In addition, there would be 62 bicycle spaces and 14 motorcycle spaces. The car park would be landscaped with turf and low growing ground cover shrubs, similar to much of the rest of airport for operational reasons. Hard landscaping in the form of feature paving would be used to access and service the building.

The principal vehicular access would be via the existing “crash gate” access from Trenchard Way, which would be retained and modified. This lies some 150 metres south of the junction of Trenchard Way and Fowler Avenue. The entrance would then feed onto the airport perimeter road to link to the site. For security purposes, access would be controlled by barriers and a gatehouse to limit access to the airport. Whilst the precise location of the gatehouse has yet to be determined, the barrier will be set back a minimum of 35 metres from the junction, allowing up to 6 vehicles to queue back to Trenchard Way.

It is intended that the gatehouse would be similar in design to those already serving the airport at Ively Gate and Meadow Gate. However, the precise design, location and layout of the gatehouse is to be determined at a later date and this can be controlled by condition.

Deliveries of parts to the MRO hangar are expected to be no more than 10-15 per day using Transit and Luton vans, usually outside peak hours, with a single HGV visiting the site about once a month, when larger parts are needed. Service vehicles would enter the site from the Airport side, utilising the Ively Gate entrance and entering the service yard by the access to the north of the Fire Station. Recycling and waste servicing would be undertaken by TAG’s existing contractor allowing combined journeys and minimising the number of movements on the road network.

The proposed development is expected to accommodate some 260 employees on opening, rising to approximately 500 employees within 5 years, made up of 350 engineers and 150 office staff. The MRO hangar would operate 24 hours a day, 365

days a year, as they do at their current facility at Luton, with 12 hour shift patterns, 4 days on and 4 days off.

It is anticipated that once fully operational, the facility would handle 2,500 aircraft visits per year (potentially 5,000 movements in and out). A good number of these would be passing through Farnborough Airport on their normal routine. This number of flights can easily be accommodated within the current annual restriction on the number of business aviation movements (50,000 per year by 2019). The maintenance and servicing activity would be limited overnight (weekdays 22.00 and 07.00, and 20.00 and 08.00 at weekends and Bank Holidays) in line with existing conditions on other maintenance facilities at Farnborough Airport. All overnight operations would be limited to work within the hangar behind closed doors, and the towing of aircraft on the apron as they are realigned for the next day's activities.

Business aviation flying at the Airport is currently restricted to 07.00-22.00 hours on weekdays, and 08.00-20.00 hours on Saturdays, Sundays and Bank Holidays. There are no proposals in this application to change the times.

It is anticipated that there would be a series of illuminated signs associated with the new facility and these will be subject to a separate application for advertisement consent.

Back in July 2018, the applicant formally requested an opinion from Rushmoor Borough Council as to whether the proposed development would require an Environmental Impact Assessment (EIA). Having regard to the appropriate 2017 regulations, in August 2018 it was determined by Rushmoor that no EIA would be required to accompany the application. Despite this, the submitted application is accompanied by a considerable amount of supporting information including:

Planning Statement	Air Quality Assessment
Design and Access Statement	Flood Risk and Drainage Strategy
Transport Statement	Ground Investigation Reports
Draft Workplace Travel Plan	Built Heritage Statement
Ecological Appraisal	Archaeological Assessment
Reptile Survey	External Lighting Strategy
Noise Impact Assessment	Energy and Sustainability Statement
Information to support a Habitats Regulation Assessment	

## **CONSULTEE RESPONSES**

RBC Planning Policy team	On balance, whilst the proposal represents a departure from the development plan, the material considerations are deemed to be overriding, and no policy objection is raised.
RBC Conservation team	No objection
RBC Ecologist	No objection subject to a condition ensuring that the loss of a part of an area of acid grassland (within the SINCC) to the new apron is adequately mitigated.

RBC Employment and Skills	Offers support for the application which commits to engage with local colleges and employment schemes, and to ensure that local people benefit from the opportunities created by the construction and the future operation of the development.
RBC Head of Environmental Health	No objection with regard to air quality issues since the aviation movements associated with this proposal are within the current permitted levels. No objection on noise grounds subject to a condition requiring a noise management plan
HCC Highways Development Planning	No objection subject to planning conditions to secure a satisfactory Workplace Travel Plan and fees, a Construction Traffic Management Plan, adequate access arrangements and a setback of the gatehouse from Trenchard Way to allow for queuing traffic.
HCC Economic Development	Delighted to support the application for this purpose built facility.
HCC Planning	No response
HCC County Archaeologist	In the light of the lack of archaeological potential and the impacts created by modern development, would not wish to raise any archaeological issues in this instance.
Enterprise M3 LEP	No response
Environment Agency	No objections subject to planning conditions requiring a remediation strategy.
Thames Water	No response
Flood and Water Management HCC	Further information received, no objection.
Natural England	considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.
Historic England	do not wish to offer any comments but suggest we seek the views of our specialist conservation and archaeology advisers.
TAG	Raise no objection and see no reason why an approval should not be granted.

National Air Traffic Safeguarding	The proposed development does not conflict with our safeguarding criteria. NATS has no safeguarding objection to the proposal.
Health and Safety Executive	HSC Planning Advice has confirmed that it does not have an interest in the development
Civil Aviation Authority	No response
Airports Policy Division Department for Transport	The proposal is consistent with the general thrust of Public Safety Zone policy.
Hampshire Fire & Rescue	Advises that the development should be in accordance with Approved Document B5 of the Building Regulations and Section 12 of the Hampshire Act 1983. Standard advisory comments are made in relation to access for high reach appliances, fire protection, testing of fire safety systems, water supplies and the use of timber framed buildings.
Scottish & Southern Energy	No response
Southern Gas Network	No response
Farnborough International Ltd.	No response
Farnborough Air Sciences Trust	No response

### **Neighbours notified**

All occupants of Farnborough Business Park and The Gloster PH.

In June 2018, agents for the applicant presented the proposed development to the Farnborough Airport Consultative Committee, and members of the FACC have also recently been sent a brochure explaining the proposal, as have Members of Rushmoor Borough Council.

The application has been formally advertised as a departure from the current development plan, and this matter is addressed in the following section on Policy issues

### **Neighbours comments**

Initially, the owners of Farnborough Business Park lodged a holding objection to the application relating to the potential noise impacts on workers in the business park and the lack of acoustic information or mitigation. However, following the submission of further information by the applicant, the objection has been withdrawn. The occupiers of the business park are specifically mentioned in the proposed condition requiring a Noise Management Plan to ensure adequate protection.

## Policy

### National policy background

#### **National Planning Policy Framework (NPPF)**

The National Planning Policy Framework (NPPF, July 2018) sets out that the purpose of the planning system is to contribute to sustainable development. To achieve this, the planning system has three overarching objectives – economic, social and environmental – that are interdependent and need to be pursued in mutually supportive ways.

With regard to the economic objective (paragraph 8), this seeks, *“to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.”*

Paragraph 80 states that, *“Planning policies and decisions should help create conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.”*

Paragraph 104 notes that planning policies should, *“f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy.”*

#### **Enterprise M3 Local Economic Partnership (M3 LEP)**

The Enterprise M3 LEP Strategic Economic Plan (SEP) (March 2014) maps the key economic assets of the LEP area, of which TAG Farnborough is considered to be one. The SEP also confirms that the LEP area has world-class sectors in ICT and digital media, pharmaceuticals, **aerospace** and defence and professional and business services. These four sectors are identified as priority sectors by the LEP.

Farnborough is identified as one of four growth towns in the LEP area (the others are Basingstoke, Guildford and Woking). The SEP states that these towns deliver one third of the jobs and GVA of the Enterprise M3 area, and this will continue to increase: *Ensuring their success is fundamental to the success of the whole area and the UK economy as a whole.*

### Local policy background

#### **Planning Policy Context**

The development plan as it relates to this proposal currently comprises the Rushmoor Core Strategy, 2011, and the saved policies in the Rushmoor Local Plan Review (2000). In addition, given that the Rushmoor Local Plan, Draft Submission, June 2017, is proceeding through its Examination, and has just been subject to Major Modifications consultation (which closed on 19<sup>th</sup> October 2018), significant weight can be afforded to this document in respect of the future planning policy in relation to the site the subject of the proposal.



### **Rushmoor Core Strategy (CS)**

The CS vision notes that Farnborough Airport will continue to be a business aviation facility of the highest quality, and Objective E of the Core Strategy seeks to encourage the continuation of business aviation flying at Farnborough Airport.

The site adjoins the Airport, and although it is within the ownership of TAG, does not fall wholly within the defined Airport operational boundary in the adopted development plan. Part is designated as a Key Employment Site in the Core Strategy, and Policy SS1 (the Spatial Strategy) and Policy CP8 of the Core Strategy are therefore applicable in determining the acceptability of the principle of the proposal.

A small part of the site (in the southwest corner), where an extended apron is proposed, is covered by a Site of Importance for Nature Conservation designation (SINC). Policy CP15 applies.

### **Rushmoor Local Plan Review (RLPR)**

Saved Policy FA3 applies regarding the redevelopment of the “main factory site” for employment use.

### **Draft Submission Rushmoor Local Plan, June 2017**

#### ***Policy SP4 – Farnborough Airport***

Within the defined Farnborough Airport Planning Policy Boundary (APPB), development is restricted to that supporting business aviation and associated Airport related uses. On the Policies Map accompanying the Draft Submission Local Plan, part of the site the subject of the proposal falls outside, but directly adjoining, the proposed Airport Planning Policy Boundary (within which Policy SP4 would apply).

#### ***Policy PC1 – Economic Growth and Investment***

Policy PC1 sets out an approach that seeks to enable growth and retention of existing businesses within the Borough through the protection and regeneration of Strategic Employment Sites for B-class uses, and support for the delivery of infrastructure to contribute to the improvement of skills and education. The policies in the draft Local Plan seek to protect the majority of these sites to ensure a portfolio of employment sites and premises to meet future needs.

### ***Local Plan Main Modifications Consultation September 2018***

Consultation on [Main Modifications](#) to the emerging Local Plan closed on 19<sup>th</sup> October 2018. With regard to proposed Modifications relevant to this proposal, Main Modification 135 proposes to modify the Airport Planning Policy Boundary (APPB) designation (associated with Policy SP4) to include land on the south side of Templar Avenue and Fowler Avenue, with commensurate modifications to Farnborough Business Park boundary (Policy PC4) and the associated Strategic Employment Site boundary (Policy PC2) to remove this land.

The rationale for this change reflects the grant of planning permission (subject to conditions) for the change of use of land from business (Use Class B1) to Airport operational land, as determined under planning application reference 18/00454/FULPP, which was considered by the Council’s Development Management Committee on 18<sup>th</sup> July 2018. This change of use was sought in order

to form part of a suitable site to accommodate a proposed future redevelopment to provide a new maintenance facility, repair and operations centre for the aircraft manufacturer, Gulfstream.

The effect of the grant of this planning permission is that preparatory infrastructure works, such as the realignment of the internal distributor road, can come forward as permitted development, and in fact, such works are under way. The consequence of the grant of planning permission is that the land subject to the current application now benefits from a planning consent to function as Airport operational land. The opportunity to update the Policies Map to reflect this change of use has therefore been taken as part of the Major Modifications process for the emerging Local Plan. The effect of this mapping amendment is that Policy SP4 applies to the land, bringing with it a presumption in favour of development relating to that supporting business aviation and associated Airport related uses.

## **Determining Issues**

The key determining issues in this planning application are:

- 1) The principle of the development
- 2) Design and appearance
- 3) Public Safety Zone
- 4) Highway, access and parking considerations
- 5) Noise Impact
- 6) Economic Development and Employment
- 7) Landscape and Visual Impacts
- 8) Biodiversity and Ecology
- 9) Drainage, flood risk and Surface Water
- 10) Energy and Sustainability issues
- 11) Air Quality
- 12) Heritage
- 13) Construction
- 14) Ground Contamination and Remediation

## **Commentary**

### **1. Principle of the development**

The adopted planning policy framework identifies part of the land the subject of the proposal as a Key Employment Site. Whilst the site does not wholly fall within the boundary of the Airport for the purpose of applying Policy SP6 of the Core Strategy, the land has a close physical relationship with the existing Airport activities, being within TAG's operational boundary, and wholly under the control of TAG in terms of land ownership.

The Key Employment Site designation is reflected in the Draft Submission Local Plan, through the identification of the site as a Strategic Employment Site, falling under the Farnborough Business Park policy designation. The emerging Local Plan is currently under Examination, and the Hearing Sessions took place in May 2018. Consultation on Main Modifications to the Plan ended on 19<sup>th</sup> October 2018, with the receipt of the Inspector's Report expected later in 2018.

As noted above, planning permission was granted in July 2018 for a change of use of the land the subject of the proposal from business (Use Class B1) to Airport operational land. This consent is reflected in the current modification consultation on the requisite amendment to the Policies Map. Whilst the Plan is yet to be adopted, due to its advanced stage of preparation, the policies therein are gaining significant weight in terms of being a material consideration in the determination of planning applications.

In seeking consent for the construction of the hangar, this builds on the principle of the existing consent for the use of land for aviation related use, and would enable the delivery of complementary aviation facilities on the TAG Farnborough Airport site. The current proposal will accommodate increased demand for aircraft storage and on-site aircraft servicing and maintenance to support the business aviation function of the site, and would enable the delivery of aviation related uses on land already within the Airport's ownership. The air traffic movements associated with the proposal would be accommodated well within the existing annual movement limit number, and would not result in any demonstrable change in demand in terms of permitted air traffic movements.

In the adopted development plan (Core Strategy), the land is partly designated as a KES, to which Policy CP8 applies. This directs major B-class employment development to locations such as Farnborough Business Park. However, weighing strongly in favour of the proposal are the economic benefits of the Airport to the local and regional economy (as demonstrated in the 2009 study of the Economic Impact of Business Aviation at Farnborough Airport), further recognised in the Enterprise M3 LEP's Strategic Economic Plan. Significant weight can therefore be afforded to the economic benefits of the use of the site for an aircraft Maintenance, Repair and Overhaul (MRO) facility, reflecting the grant of planning permission 18/00454/FULPP in July 2018 for the use of the land for aviation related use, and the resultant main modification to reflect this in the APPB designation.

Moreover, the policy framework does support the introduction of new non B-class uses on Key Employment Sites where they would support, or not be detrimental to, the function and operation of the site. Where possible, non B-class uses should generate employment themselves. The grant of this application would result in the delivery of an aircraft maintenance operation, bringing with it around 500 direct jobs, as well as more indirect employment to the local area through associated supply chains. The types of activity to be undertaken in the MRO are storage and maintenance activities, which in themselves replicate the types of activity that would be accommodated in traditional B-class premises in any event.

Whilst some of the land the subject of the proposal is part of Plot E of the business park, the effect of planning permission 18/00454/FULPP has changed the use of this land to part of the Airport's operational area. However, a significant proportion of Plot E remains, with the potential for the delivery of some B-class employment use along the Fowler Avenue frontage. Moreover, the introduction of the MRO facility in this location will bring with it the capacity for a multiplier effect in terms of the significant economic benefits arising from the presence of Europe's premier business aviation airport in Farnborough. These benefits would outweigh notably the minimal impact on the supply of land for traditional B-class uses in this location.

Business aviation movements associated with the proposed MRO hangar can easily

be accommodated within the current restrictions on flying at Farnborough Airport.

### ***Policy Conclusions***

The proposed change of use from B-class use to Airport use represents a departure from the development plan. The issue to be determined is whether overriding material considerations exist that warrant this departure, such that the proposal is considered to be acceptable in land use planning terms. Whilst technically the proposal does not reflect the policy in the adopted development plan, the advanced stage in the preparation of the Rushmoor Local Plan, including the proposed mapping modification, and the grant of consent for the use of the land for Airport related uses, weigh heavily in favour of the proposal.

Moreover, significant economic benefits would arise from its grant in terms of direct, indirect and induced economic benefits, not only in terms of direct employment, but also in the supply chain. The NPPF attaches great weight to a strong economy as one of the overarching objectives of sustainable development, and requires local authorities to take into account both local businesses and wider opportunities for development. The economic significance of the Airport, and the associated aerospace industry, to the economic health of not only Rushmoor, but the wider Enterprise M3 LEP area, and in turn, the national economy, is recognised in the LEP's Strategic Economic Plan. All these factors add significant weight to the economic benefits of the delivery of this MRO facility, and these are to be weighed in the balance against the loss of a small part of a KES from the supply of land for traditional B-class uses. On balance, whilst the proposal represents a departure from the development plan, the material considerations are deemed to be overriding, and no policy objection is raised.

## **2. Design and Appearance**

The design of the new hangar with its simple, clean, modern lines reflects the approach taken on many of the other airport buildings. Whilst by its very nature, the building is large, it sits well within the vast openness of the airport to the south and similarly relates well to modern buildings on the neighbouring Farnborough Business Park to the north.

The limited palette of materials proposed for the external surfaces of the building comprising profiled metal cladding, pressed and painted steel gutter fascias and flashings, aluminium louvres and brise soleil, and an aluminium standing seam arched roof helps create a high quality design that respects and compliments the character and appearance of the area.

## **3. Public Safety Zone**

The gatehouse to serve the new development and an initial section of the principal vehicular access road would be sited within the existing Public Safety Zone. It is noted that the design and location of the gatehouse for the facility in the current planning application is indicative, and is to be subject to later determination through the submission of details pursuant to a planning condition. The supporting information that accompanies the application suggests that there will be a limited

amount of activity at the gatehouse, restricted to only one member of staff (or maybe two at shift change), and it therefore concludes that its location in the PSZ is not considered to be an issue. Whilst the precise location of the gatehouse is not to be determined as part of this planning application, careful consideration will need to be given to this issue in finalising the details of the gatehouse, and the wording of conditions to restrict its use. Government advice on development within Public Safety Zones is given in the DfT Circular 01/2010, Control of Development in Airport Public Safety Zones.

Paragraph 1 of the Circular notes that, *“The basic policy objective governing the restriction on development near civil airports is that there should be no increase in the number of people living, working or congregating in Public Safety Zones and that, over time, the number should be reduced as circumstances allow.”*

Paragraph 11 notes the circumstances where development may be permissible within Public Safety Zones, as exceptions to the general presumption. Relevant to the proposed gatehouse, criterion (vi) refers to, ***“development of a kind likely to introduce very few or no people on to a site on a regular basis. Examples might include unmanned structures, engineering operations, buildings housing plant or machinery, agricultural buildings and operations, buildings and structures in domestic curtilage incidental to dwellinghouse use, and buildings for storage purposes ancillary to existing industrial development;”***

Paragraph 5.35 of the of the planning statement that supports the application notes that, *“The principal vehicular access to the proposed MRO Hangar will be via the existing ‘crash gate’ access from Trenchard Way, which will be retained and modified. For security purposes, the access will be controlled by barriers with a manned gatehouse to limit access to the airfield, with the barrier set back a minimum of 35 metres...from Trenchard Way. This will allow up to c. 6 vehicles to be queued at the barrier before the major arm of the junction is impacted upon. Whilst this is unlikely to happen, the 35m gives sufficient queue length to be assured that vehicles will not block Trenchard Way. The gatehouse will be designed and manned similar to the existing gatehouses at Ively Road and Meadow Gate Avenue, and will be managed by TAG.”*

To be quite clear on this issue, and as suggested by the Circular where clarity is needed, the proposed development has been referred to the Airports Policy Division (now Aviation Strategy and Consumers Division) at the Department for Transport. They confirm that the proposal is consistent with the general thrust of PSZ policy, and do not raise any objection. A series of planning conditions are proposed to be applied to clarify the location and design of the gatehouse.

#### **4. Highways, Access and Parking**

##### ***Sustainable Transport Accessibility***

Hampshire County Council (HCC) as the highway authority have commented that connections to the site by cycle and by foot are of a good standard and are considered acceptable. Whilst the closest bus stops to the site on the business park are some 600m. away and are only served by a shuttle service, HCC notes that there are bus stops on the A325 and at Boundary Road served by a good level of public service. They consider the site to be accessible by sustainable modes.

### ***Highway Safety***

HCC, as highway authority, has undertaken an independent assessment of accidents in the vicinity of the site, and concluded that given the forecast traffic generation and distribution, they do not believe that accident patterns will be exacerbated by the proposal.

### ***Access Arrangements***

Staff access to the development, which will form the majority of the trips, would be taken by modifying an existing gated access point from Trenchard Way, which is a private road and not a public highway. Nevertheless, HCC have made some detailed comments with regard to visibility splays, which the applicants have accepted.

HCC acknowledge that there would be a set back of the gatehouse from the junction to allow stacking capacity for queuing vehicles waiting to access the site, and suggest that the set back is secured through a planning condition. An additional condition is required to ensure a satisfactory form of access.

### ***Parking and Internal Layout***

HCC have reviewed the proposals against the Council's adopted Car Parking Standards. Since the proposed use does not easily fall within a set use class (regarded as sui generis), there is no directly attributable standard. A comparison with Class B1 (b) and (c) use (research & development and light industrial) indicates that for this level of floorspace a **maximum** of 478 spaces would be required.

The proposed number of parking spaces is 320. However, despite the significant difference, HCC believes that the Transport Statement accompanying the application presents information to justify this number would be acceptable. The operation would be run on shift patterns which demonstrate that the peak staff level on site at any one time would be 300, and this for only short periods when shifts change. Furthermore, they consider this to be a worst case scenario, as it assumes every member of staff will drive a private vehicle, and does not account for sickness or annual leave. In this regard, HCC as the highway authority do not raise an objection to the proposed level of parking.

HCC have made some suggested minor amendments with regard to the car park layout but are generally content with the approach, and the applicants have confirmed that it will be designed in accordance with the Council's adopted Car Parking SPD.

### ***Trip Generation and Development Impact***

HCC comments that with regard to trip generation to and from the site, it is forecast that due to the working times and shift patterns, staff will arrive before the AM peak and leave either before or after the PM peak hour. However, it is noted that shift patterns may change such that the site could generate substantially more trips during peak hours.

As a result, HCC requested a "sensitivity test" of traffic impact be prepared assuming that staff may travel in peak hours, and this has been submitted and considered. This models the impact on Meadow Gate Roundabout (junction of Elles Road / Templer Avenue / Meadow Gate Avenue / Arrow Road on the A327). Whilst there would be increased traffic on the junction under this scenario, HCC conclude that given the proposed development will operate on a shift basis and is unlikely to

generate the level of peak hour trips put forward in the sensitivity test, and given that Templar Avenue is a private road, the highway authority do not consider that any mitigation is required at this junction.

### **Travel Plan**

A draft Workplace Travel Plan was submitted with the application, which HCC have commented upon and made some suggested amendments to be accommodated in the final version. The final Travel Plan can be secured through a planning condition.

### **Highways Conclusion**

HCC, as the highway authority, raise no objection to the proposal from a highways and transportation perspective, subject to planning conditions to secure delivery of a Workplace Travel Plan, the submission of Construction Traffic Management Plan, satisfactory visibility splays and an adequate setback of the entry barrier from the access point.

## **5. Noise Impact**

The originally submitted planning application was accompanied by a Noise Impact Assessment (NIA) (document reference: 18-0494.02 issue 1), conducted in accordance with the NPPF guidance. It utilises a noise survey at the existing Gulfstream operation at Luton to establish source levels for operations that would form part of the new development and a second survey at the proposed site. Subsequent analysis allows the determination of the noise environment for the proposed development, and compares the results with adopted criteria.

Rushmoor's Environmental Health team have carefully considered the information submitted and have sought further clarification on a number of issues, which led to further submissions of the NIA and a separate Noise Statement. Further information had been sought with respect to operations in the Hangar and on the apron, particularly the use of ground power units (GPUs) and auxiliary power units (APUs), and with regard to the possible impact of operational noise on the existing offices at Farnborough Business Park.

Environmental Health comment that:

*"The resubmitted Noise Impact Assessment (Doc Ref: 18-0494-02 issue 3) has assessed noise from operations at the proposed facility. It has measured the noisiest activities that currently take place at the existing Gulfstream site at Luton Airport, assessed the existing noise environment around the application site, and then considered what the likely impact would be if these noisy activities took place during the quietest day and night-time periods. The assessment has taken place at the nearest noise sensitive receptors on Farnborough Road and Pinehurst Avenue. The report therefore considers a worse-case noise scenario with no mitigation measures in place.*

*The noisiest activities likely to take place on site would be the use of ground power units (GPUs), auxiliary power units (APUs) and the ground running of aircraft for testing purposes.*

*The existing Section 106 Legal Agreement (covering the whole business aviation operation at Farnborough Airport) prohibits the running of APUs between 22:30 and 06::30. It further stipulates that engine ground running/testing is to be avoided as far*

*as reasonably practical and can only take place between 08:00 and 20:00 Monday to Friday. Ground runs can only take place on Saturday, Sunday and Bank Holidays between 09:00 and 20:00 but only if there is an essential operational or safety reason. In addition, whilst the proposed facility will operate 24 hours a day, 7 days a week, Gulfstream have committed to ensuring that any maintenance and servicing activity between 20:00 and 07:00 on weekdays and 20:00 and 08:00 on weekends and Bank Holidays will not generate noise likely to impact on nearby sensitive uses. This is in line with the Council's emerging Local Plan policy. As a result, the noisiest activities identified will not take place during the night. During this period, the bulk of work will be contained within the Hanger and only electrical power units will be in use. The Noise Impact Assessment confirms that there would be no impact from night-time activities (between the hours of 22:00 to 07:00), and Environmental Health can accept this conclusion.*

*With regards daytime noise (07:00 – 22:00 hours), without any mitigation in place, the noise levels at the nearest residential premises on Farnborough Road could be considered intrusive in outside amenity space. This conclusion needs to be considered within the context of the application site being an operational airport and there already being periods of significant noise during the airport's operational hours. The level of noise identified within the report will be less noticeable during regular daytime hours when the airport is busier and where the ambient noise environment at the nearest residential properties will be louder due to existing road traffic noise.*

*With regard to the potential noise impact on the neighbouring Business Park, provided noisy operations take place on the apron such that the Hanger acts as a barrier, then noise levels at the façade of the nearest offices will be no more than would be expected from passing road traffic. Given the level of acoustic insulation these buildings should already be provided with to protect against existing airport noise, noise from the development should have no adverse impact on the internal noise environment of these offices.*

*To mitigate the potential adverse impacts of the development, the Noise Assessment makes a number of recommendations. The application is also accompanied by a Noise Statement from Gulfstream, in which they commit to implementing noise control measures to minimise disturbance as far as is practicable, and which would form the basis of an operational Noise Management Plan. This Plan will be a live document, so can be adapted to address any particular concerns that may arise throughout the lifetime of the development."*

Therefore, with regard to noise impact, Environmental Health conclude:

*".....that provided noise mitigation measures are implemented as proposed, there would be little risk of noise adversely impacting on neighbouring sites. To this end, it may be considered prudent to apply a condition, should the Council be minded to grant consent, requiring the submission of a Noise Management Plan, in accordance with the submitted Noise Statement. A draft should be submitted and agreed with the Council prior to occupation of the site. This will be a live document that will be reviewed, in conjunction with the Council, after one year of operations commencing, and as required thereafter should noise issues arise. The plan should include a noise monitoring strategy to ensure the effectiveness of measures implemented and an appropriate process for the proper investigation of any noise complaints received."*

Originally a holding objection had been submitted by the owners of Farnborough



Business Park relating to the potential noise impacts on workers in the business park and the lack of acoustic information or mitigation. However, following submission of more detailed information and assurances, and the inclusion of a planning condition to ensure a Noise Management Plan, this objection has since been withdrawn.

## **6. Economic Development and Employment**

The Airport Policy Framework (APF) (2013) states that the Government wants to see the best use made of existing airport capacity. However, it does recognise that the development of airports can have negative as well as positive local impacts, including noise levels. It therefore expects proposals for expansion to be judged on their individual merits, taking careful account of all relevant considerations, particularly economic and environmental impacts. It should be noted that the proposal does not seek any increase in the already permitted maximum number of business aviation movements (50,000 by 2019 allowed on appeal) and that the impact of aircraft noise on the local area was thoroughly assessed at that time.

Significant economic benefits would arise from this proposal in terms of direct, indirect and induced economic benefits, not only in terms of direct employment, but also through the multiplier effect in the supply chain, utilising local businesses, suppliers, and traders. Whilst it is expected that a number of specialist engineers are likely to relocate from Gulfstream's existing facility at Luton, there would be a need to recruit a significant number of local technicians, support and office staff. The proposed development is expected to generate about 500 direct job opportunities once fully operational.

TAG has already established close links with local colleges, and Gulfstream has indicated a commitment to build on this, hoping to collaborate with the colleges to enrol local technical apprentices to train up aviation technicians for the future. Gulfstream has also committed to engaging with Rushmoor Employment Skills Zone (RESZ) to help maximise the opportunity to employ local people in both the construction and operational stages of the development. RESZ looks to provide employment and training support for people in Rushmoor, helping them to access job and personal development opportunities.

The proposed development is strongly supported by the Economic Development team at Hampshire County Council. They comment that HCC continues to support the delivery of this project, in partnership with Rushmoor Borough Council and Enterprise M3 Local Economic Partnership, and expect this investment to create significant economic benefits to Farnborough and the wider economy, not only through direct employment opportunities but within Gulfstream's supply chain companies. They add that Gulfstream's investment in Farnborough will benefit local tax payers, bring attractive employment opportunities to the area and generate additional business rates from the new facility, helping to underpin the delivery of local services by RBC and HCC.

HCC further states: *“ Both Gulfstream and its employees will bring spending power into the Borough, utilising local services, generating further economic benefit as they earn and spend their wages in the local community. In the wider context of foreign direct investment, this project represents a significant achievement. Gulfstream is a globally recognised premium brand, at the leading edge of aircraft design and manufacture. Gulfstream's relocation raises the profile and enhances the credibility*

*of Farnborough as a business location, in turn assisting the attraction of new inward investment into the Borough.”*

Rushmoor's Skills and Employment Officer comments that the Skills and Employment Plan submitted with the application makes a strong commitment to engage with local colleges and employment schemes to maximise opportunities created by construction and new business in the borough for local people, and is pleased to support the application.

## **7. Landscape and Visual Impact**

The landscaping approach for the development, whilst not extensive, is appropriate for its location on an operational airport and is consistent with the open environment generally. The design of the hangar complements the other suite of recent airport buildings, highlighting clean modern lines with silver/grey cladding.

Policies in the emerging Local Plan seek to preserve the natural environment and general amenity by ensuring development does not give rise to or would be subject to unacceptable levels of pollution, including light pollution (Policy DE10). The applicants state that all lighting units would be carefully located and angled so that light distribution is on the carriageway / apron surface and light trespass beyond the intended area is restricted.

The Environmental Health team has considered the External Lighting Strategy submitted with the application and is satisfied that the lighting installations associated with the development would comply with the Institute of Lighting Engineers guidance for the reduction of obtrusive light, and does not consider that a planning condition is required with respect to this aspect.

## **8. Biodiversity and Ecology**

Natural England raise no objection to the proposed development. Based on the submitted plans, they consider that it would not have significant adverse impacts on local designated sites: Bourley and Long Valley Site of Special Scientific Interest (SSSI), which is part of the Thames Basin Heaths Special Protection Area (SPA); Eelmoor Marsh SSSI, which is also part of the Thames Basin Heaths SPA; and Basingstoke Canal SSSI.

There is no proposal to increase business aviation movements at the Airport, over and above that already permitted, as a result of this proposal, such that it is concluded it would not have an adverse impact on the SPA or the SINC locally. Lighting levels and its possible impact upon the SINC has also been assessed, and bearing in mind the current situation and use as an airport, the proposal is unlikely to have a heavy impact.

The loss of a small part of the acidic grassland SINC which extends across much of the Airport is recognised, and a planning condition added to ensure adequate mitigation through a process of biodiversity offsetting, to create additional replacement habitat elsewhere.

## **9. Drainage, Flood Risk and Surface Water**

The Flood Risk Assessment and Drainage Strategy submitted with the application confirms that the site is within Flood Zone 1 which is considered suitable for all forms of development and would be at low risk from all sources of flooding. It is proposed that the existing means of surface water disposal be retained for the Apron area, along with appropriate sustainable drainage approaches where practical for other areas.

The reports conclude that, provided an appropriate surface water drainage strategy is employed, the development would be suitable in the location proposed, would be at low risk from all potential sources of flooding, would not place additional persons at risk of flooding and would offer a safe means of access and egress, and would not increase flood risk elsewhere through the loss of floodplain storage or impedance of flood flow. As a consequence, the proposals meet the flood risk requirements of the NPPF.

HCC flood and water management team were, on request, supplied by the applicants' consultants with additional information and drawings setting out maintenance regimes of the entire surface water drainage systems including individual SuDS features. They confirm that the submissions address their concerns, and consequently that they raise no objection to the proposal.

## **10. Energy and Sustainability Issues**

Policies in the Rushmoor Core Strategy and the emerging Local Plan require development proposals to incorporate sustainable construction standards and techniques, and for all major developments to demonstrate they will be completed in accordance with the 'BREEAM' standard of "Very Good". The application is accompanied by an Energy and Sustainability Statement, which concludes that the proposed development would comply with national, regional and local policies on sustainability.

Consultants acting for Gulfstream have undertaken a BREEAM Pre-assessment to demonstrate that the proposed development would meet a BREEAM rating of "Very Good" and exceed compliance with the 2013 Building Regulations Part L in terms of energy and CO2 reduction. They anticipate that through the use of energy efficiency measures and low carbon technologies, an energy saving of 11%, when compared to the notional building, can be achieved. The applicants claim that the proposal would be amongst the most advanced and sustainable hangar developments in Europe and would set a standard in the UK.

## **11. Air Quality**

A detailed Air Quality Assessment has assessed the potential impact of the construction and operational phases of the development. The air quality impacts during the construction period are predicted, in the assessment, to be not significant, and during the operational phase, predicted to be negligible or not significant. Having regard to the location and nature of works to be undertaken, the assessment concludes that the impacts from dust emission would not be significant provided appropriate control measures are put in place. Environmental Health agree with this conclusion and suggests this is addressed within a Construction Method Statement,

which can be conditioned.

It is considered that the predicted number of road vehicle movements on the road network associated with the proposed development would be relatively small and will therefore result in a negligible increase in road vehicle emissions.

The Environmental Health team has also reviewed the submitted information around business aviation movements associated with the proposed development. The airport already has planning permission for up to 50,000 movements per annum by 2019, allowed on appeal in 2011, and currently operates at around 29,000 movements each year. The estimated amount of aviation movements per annum arising directly from this proposal once fully operational would be approximately 5,000 per year, which is still well within the permitted restrictions on flying at Farnborough.

Detailed air quality modelling was undertaken as part of the planning application increase movements to 50,000 per annum, and this included an assessment of the potential impact on air quality and odour from these additional aircraft movements. The submitted Air Quality Assessment has reviewed the reports produced in 2009, in light of more recent ambient pollution levels and changes in relevant datasets. The report concludes that the impacts of aircraft exhaust emissions arising from the operational phase of the development would not be significant on local air quality and odour. The Environmental Health team has no objection as the potential increase in movements would be within the current permitted levels.

## **12. Heritage**

The application is supported by a Built Heritage Statement and an Archaeological Assessment. The Heritage Statement identifies that whilst there are no built heritage assets on the site, there are a number sited nearby. These include Building G1 (Trenchard House), Building G29 (Black Shed), the Portable Airship Hangar (formerly Buildings R51 and Q65), which are all Grade II Listed Buildings; and The Swan Inn, which is locally listed. The report concludes that whilst there would be some inter-visibility with two of the designated built heritage assets, the proposed development's positioning, layout, shape, height and attractive aerodynamic design and its contribution to the continuing use of the airport for aeronautical activities in line with its historic use, result in there being no harm caused.

Historic England have responded to consultation by stating they do not wish to offer any comments on the application and suggest the views of specialist conservation and archaeological advisers are sought.

The County Archaeologist refers to the Archaeological Assessment submitted with the application and concurs with the conclusions that the site can be considered to have a generally low to negligible potential for all periods of past human activity pre-dating the 20<sup>th</sup> century; is unlikely to have a below ground archaeological impact; and that no further below ground archaeological mitigation measures are necessary. The County Archaeologist does not wish to raise any issues in this instance.

The Council's Conservation Officer acknowledges that the Built Heritage Statement assess the impact of the proposal on the setting of a number of heritage assets close to the site and concludes that there is no harmful impact. The site use as an airport

along with the existing buildings creates an environment that can accommodate a building of this size, and the design and materials proposed to be used are in keeping with other structures on the airport. The visual impact of the structure is not evidenced to harm the setting of the nearby heritage assets, and therefore no objection is raised.

### **13. Construction**

Assuming that planning permission is granted, construction on site is anticipated to commence in April 2019, with the new MRO hangar being operational by June 2020, just ahead of the next Airshow. Whilst the Design and Access Statement submitted with the application contains indicative comment, there is no definitive construction methodology for the proposed development as yet since this would be provided by the successful tendering contractor.

There are a number of general comments made concerning the construction; that all works would be undertaken in accordance with best practice; that all contractors facilities would be provided on the site; and all deliveries, general construction traffic and waste removals including spoil would utilise the Trenchard Way access point. It is anticipated that there would be a concrete batching plant on-site for the duration of the reinstatement of the apron and the construction of the ground slab of the building. Any hazardous spoil that may be encountered would be moved to a certified location for disposal.

### **14. Ground Contamination and Remediation**

The Phase 2 Ground Investigation report submitted with the application details the results of an intrusive investigation of the site. The report identifies a low risk from ground contamination but it is recognised that asbestos may be encountered on site during construction so a watching brief needs to be maintained throughout both demolition and construction. Environmental Health agree with the report findings that no gas protection measures are considered necessary.

Unsurprisingly some ground contamination was discovered, and the presence of elevated metal concentrations is thought to be associated with the local geology. The Environmental Health team consider it not unexpected given the historical use of this and neighbouring sites, and agree with the report that it would be prudent to undertake additional testing to quantify and deal with risks. Appropriate planning conditions can cover this.

It is recommended that the use of barrier pipes be used for potable water supplies, due to the presence of petroleum hydrocarbons.

The Environment Agency have also been consulted and after reading the Ground Investigation report submitted with the application states that they have enough confidence that it will be possible to manage the risk to controlled waters by this development. They consider that the proposed development would be acceptable if planning conditions are included requiring the submission of a remediation strategy.

## Conclusion

The proposed development to erect a new MRO facility for Gulfstream at Farnborough Airport is technically a departure from the present development plan due to part of the site being allocated as part of Farnborough Business Park in the Rushmoor Core Strategy. However, planning permission has already been granted in July 2018 for the change of use of that part of the site to form part of the operational Airport. That application (18/00454/FULPP) was advertised as a departure from the development plan and attracted no objection or comment in that regard. Modifications have already been proposed to the emerging Local Plan to reflect this. Once the new Local Plan is adopted (anticipated to be early 2019), the proposal would be in complete conformity with the Development Plan. The material considerations in this case, in particular the significant economic benefits that would arise, carry great weight, are deemed to be overriding, and consequently no policy objection is raised. The proposal accords with the Government's planning policies as set out in the National Planning Policy Framework.

Following a thorough examination of all the issues raised by the proposed development, it is considered that, subject to appropriate conditions, it would make a valuable contribution to the economic viability of the Borough, would enhance the visual appearance of the area, and would not cause any adverse impacts on neighbouring occupiers or on highway safety.

## Full Recommendation

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

### Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

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

2. Notwithstanding any indication which may have been given in the application, or in the absence of such information, no construction works shall start on site until details of a method statement for demolition and construction works (including works to the hangar apron) have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved method statement. \*

Reason - To secure a satisfactory development.

3. No development shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by the Local Planning Authority. This strategy will include the following components: \*

- (i) The results of the site investigation and detailed risk assessment

referred to in the Phase 1 and 2 report and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

- (ii) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (1) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason – To prevent deterioration of water quality within the Windlesham Formation, which is a Secondary A aquifer, during development.

- 4. If, during development, contamination not previously identified is found to be present at the site then no further development (unless agreed in writing with the Local Planning Authority) shall be carried out until remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason – To prevent a deterioration in water quality within the Windlesham Formation, which is a Secondary A aquifer, during development

- 5. The development hereby permitted shall not be occupied until the car parking facilities have been provided and marked out in accordance with the approved plans. The parking area shall thereafter be retained solely for parking purposes, and made available to the occupiers and visitors to the premises unless otherwise first agreed in writing by the Local Planning Authority. \*

Reason - To ensure that provision for vehicle parking clear of the highway is available for users of and visitors to the development in the interests of highway safety.

- 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 Monday to Friday and 0800-1300 on Saturdays. No works at all shall take place on Sundays and Public Holidays unless otherwise first agreed in writing by the Local Planning Authority. Any pile driving shall be restricted to 0800-1800 Monday to Friday only, unless otherwise first agreed in writing unless agreed in writing by the Local Planning Authority.

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

- 7. A Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing before development commences. This should include construction traffic routes, parking and turning provision to

be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced. \*

Reason – In the interests of highway safety.

8. Prior to first occupation or use of the development hereby approved, a fully detailed landscaping and planting scheme (to include where appropriate both landscape planting and ecological enhancement) shall be first submitted to and approved in writing by the Local Planning Authority (also see condition 17).

Reason: To ensure the development makes an adequate contribution to visual amenity and habitat creation.

9. 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 any 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.

10. Notwithstanding any information given on the approved drawings, the security gatehouse at the entrance to the site from Trenchard Way shall be constructed in accordance with full details of its precise location, size, design, appearance and external materials, which shall be submitted to and agreed in writing by the Local Planning Authority before any work on it commences. The structure shall be thereafter retained in accordance with the details so approved \*

Reason – The gatehouse will be within a Public Safety Zone, and the Local Planning Authority will need to take account of advice and guidance given in Department for Transport Circular 01/2010: Control of Development in Airport Public Safety Zones.

11. Prior to occupation of the site, the access road from Trenchard Way shall be constructed as shown in principle in drawing no. 184040/A/03, including adequate visibility splays in accordance with the appropriate design standards. \*

Reason: In the interests of highway safety.

12. The barrier associated with the security gatehouse hereby approved shall be set back a minimum of 35m from Trenchard Way to allow an appropriate stacking capacity for queuing vehicles waiting to access the site.

Reason - To accord with the terms of the application and in the interests of



highway safety.

13. Prior to occupation of the development hereby approved, a travel plan co-ordinator shall be appointed to monitor travel to and from the facility based on an agreed process and a travel plan, details of which shall be first submitted to, and approved in writing by the Local Planning Authority. The requirements and obligations contained within the Travel Plan shall be implemented and complied with as approved.

Reason : In the interests of preventing undue reliance on use of the private car.

14. No permanent storage of parts, materials, plant or equipment shall take place other than within the hangar or inside the screen wall of the external plant area.

Reason – In the interests of the visual amenities of the area and to safeguard the operation of the service yard.

15. No activity outside the proposed hanger during the hours of 22:00 to 07:00 Monday to Friday and 20:00 to 08:00 hours on weekends and on Bank Holidays, shall involve the running of aircraft engines, the use of an aircraft's auxiliary power unit, the use of ground power units and the use of air tools for the purposes of metal forming, unless otherwise first agreed in writing with the Local Planning Authority

Reason – To safeguard the amenities of neighbouring occupiers and minimise the impacts of the development.

16. Prior to occupation of the site, a Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Noise Management Plan shall identify the type and location of operational and other activities likely to cause disturbance to nearby sensitive receptors, including occupants of the Farnborough Business Park, and set out means to minimise noise arising from these activities. It shall set out a process for the recording and investigation of complaints received pertaining to noise and how such complaints will be dealt with. It shall include a strategy for monitoring noise to ensure the effectiveness of measures implemented and identify a process for regular review of the Plan. The Noise Management Plan shall be adhered to throughout the lifetime of the development. \*

Reason – To protect the amenities of neighbouring occupiers.

17. Within 6 months of the date of this permission, a Habitat Mitigation Plan to address the loss of habitat (SINC) to additional apron shall be submitted to and approved by the Local Planning Authority in writing.

The scheme of mitigation shall include habitat creation, management and monitoring methodology for wildflower habitats to be created around the car park; and additional habitat creation, management and monitoring methodology for acid grassland/heathland to be provided.

The scheme of mitigation shall be carried out strictly in accordance with the details and timescale so approved.

Reason - To provide mitigation for neutral and acidic grassland lost to development on the Site of Nature Conservation Interest (SINC) and for biodiversity gain, in accordance with Policy CP15 of the Rushmoor Core Strategy 2011.

18. The permission hereby granted shall be carried out in accordance with the following approved drawings and documents - Drawing numbers:  
1224-00-GA-904-000002 v3; 1224-XX-GA-200-000106 v2;  
1224-00-GA-200-000101 v3; 1224-XX-GA-200-000107 v2;  
1224-XX-GA-200-000102 v3; 1224-XX-SE-200-000108 v2;  
1224-RF-GA-200-000103 v2; 1224-XX-SE-200-000109 v2;  
1224-XX-SE-200-000104 v2; 1224-XX-GA-200-000110 v2;  
1224-XX-SE-200-000105 v2; 1224-00-GA-200-000111 v2  
and 184040/A/03, together with the document 'Ownership and Adoption of Drainage Systems' dated 17/10/2018.

Reason - To ensure the development is implemented 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 granted permission because: Whilst the proposal is technically a departure from the current development plan, the material planning considerations in support of the development are deemed to be overriding. It would make a valuable contribution to the economic viability of the Borough, would enhance the visual appearance of the area, and would not cause any adverse impacts on neighbouring occupiers or on highway safety. 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.
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 - Your attention is specifically drawn to the conditions above marked \*. These condition(s) require the submission of details, information, drawings etc. to the Local Planning Authority BEFORE ANY WORKS START ON THE SITE or, require works to be carried out BEFORE THE COMMENCEMENT OF THE USE OR FIRST OCCUPATION OF ANY BUILDING. Failure to observe these requirements will result in a contravention of the terms of the permission and the Council may take enforcement action to secure compliance.
5. 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 Services at Rushmoor Borough Council for advice.
6. 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 using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.
7. INFORMATIVE – If the proposals include works to an ordinary watercourse, under the Land Drainage Act 1991, as amended by the Flood and Water Management Act 2010, prior consent from the Lead Local Flood Authority is required. This consent is required as a separate permission to planning. The Lead Local Flood Authority is Hampshire County Council, Ell Court West, 1<sup>st</sup>. Floor, Winchester, Hampshire, S)23 8UJ (swm.consultee@hants.gov.uk).
8. 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 on 01252-398398.
9. INFORMATIVE - The applicant is advised to follow good practice in the demolition of the existing buildings on site. Good practice includes the re-use of all material arising from demolition as part of the redevelopment wherever this is practicable.
10. INFORMATIVE - The applicant is advised to ensure that all waste soil raisings removed from the site during the redevelopment works will be disposed of to a suitable landfill site and under a duty of care.
11. INFORMATIVE – If the proposals include works to an ordinary watercourse under the Land Drainage Act 1991, as amended by the Flood and Water Management Act 2010, prior consent from the Lead Local Flood Authority is required. **This consent is required as a separate permission to planning.**

Information on ordinary watercourse consenting can be found at the following link: <http://www3.hants.gov.uk/flooding/hampshireflooding/watercourses.htm>

It is strongly recommended that this information is reviewed before Land Drainage consent application is made.

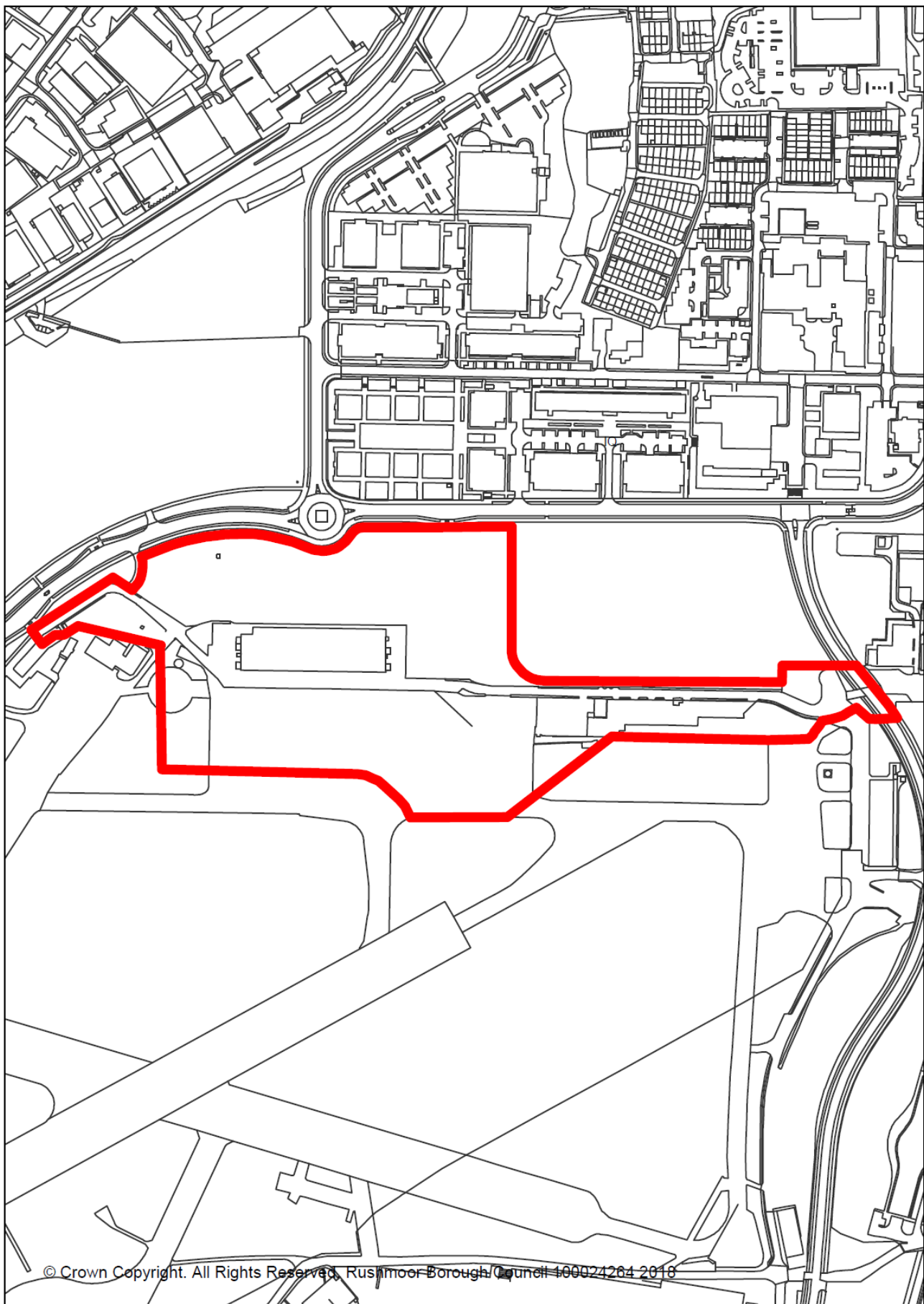
12. **INFORMATIVE** – It is important to ensure that the long term maintenance and responsibility for Sustainable Drainage Systems is agreed between the Local Planning Authority and the applicant before planning permission is granted. This should involve discussions with those adopting and /or maintaining the proposed systems, which could include the Highway Authority, Planning Authority, Parish Councils, Water Companies and private management companies.

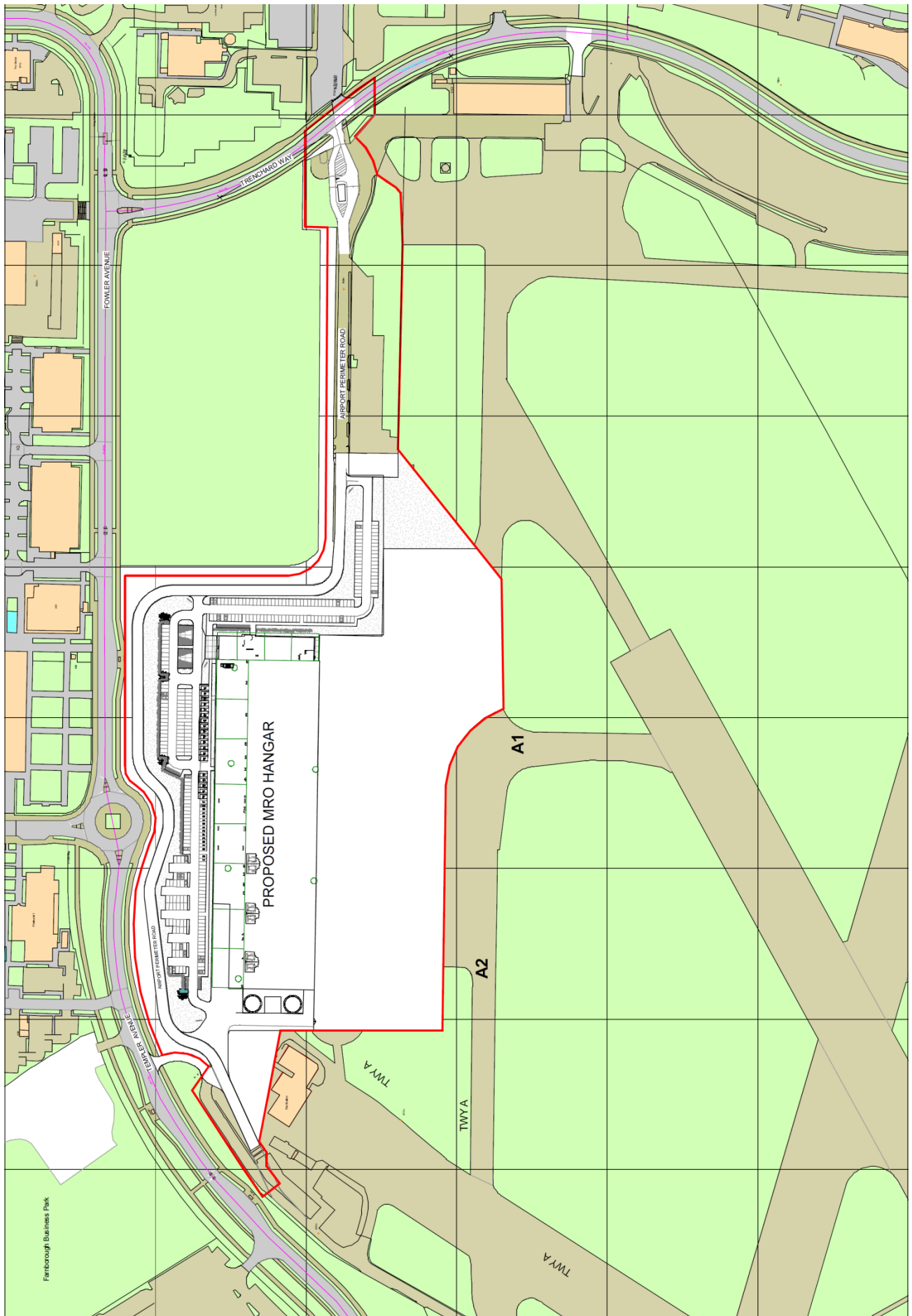
For SuDS systems to be adopted by Hampshire Highways, it is recommended that you visit the website at:

<https://www.hants.gov.uk/transport/developers/constructionstandards>

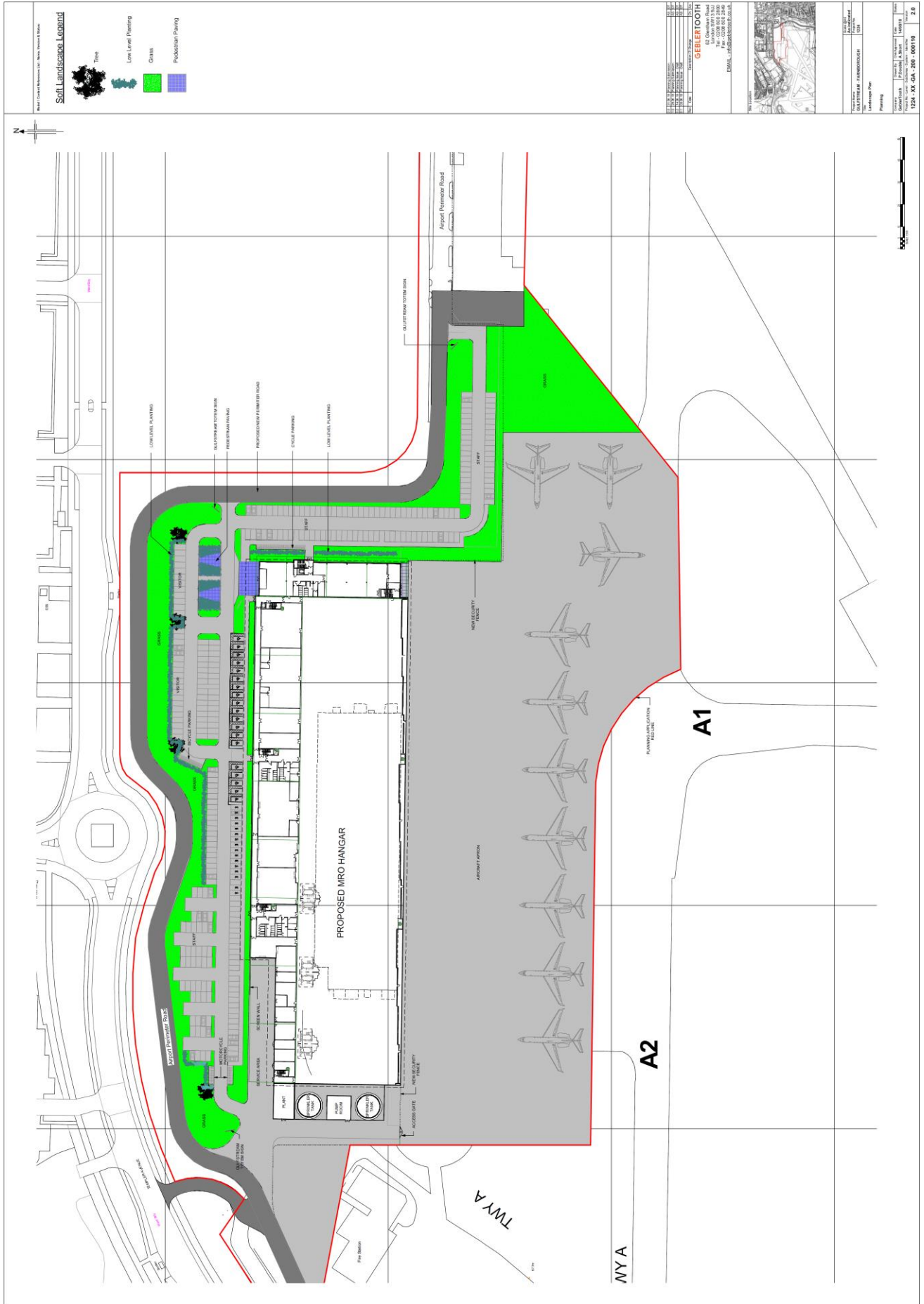
for guidance on which drainage features would be suitable for adoption.

Where the proposals are connecting to an existing drainage system it is likely that the authorities responsible for maintaining those systems will have their own design requirements. These requirements will need to be reviewed and agreed as part of any surface water drainage scheme.

















Model: Control References (id - Name, Version & Release)[illegible]

Site Location

Project Name	Fairbrother	Issue 01d
Project No.	1224	
G/Site		
Proposed External Visuals		
Sheet 1 of 2		
Planning		
Company GolderTooth	Drawn By P Doubling A Short	Date 05/08/18
Project No.: Level Submitter Submitter Identifier		Version
1224 - XX - SE - 200 - 000106		2.0



[illegible]

Project Name <b>GULFSTREAM - FARNBOROUGH</b>	Date: 09/07
Title <b>Proposed External Visuals Sheet 2 of 2 Planning</b>	Drawn By: Checked By: Scale: Revision:
<b>Client Ref: 1224 - XX-SE - 200 - 000109</b>	<b>Version: 2.6</b>

## Section D

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

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

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Application No	17/00301/COND	Ward: Wellington
Applicant:	Jack Johnson	
Decision:	<b>Permission Granted</b>	
Decision Date:	25 October 2018	
Proposal:	Submission of details pursuant to condition 3 (materials) of part reserved matters 16/00757/REMPP dated 7th March 2017 (Corunna B1 & B2).	
Address	<b>Zone B - Coruna Aldershot Urban Extension Alisons Road Aldershot Hampshire</b>	

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Application No	18/00291/ENQ106	Ward: Cove And Southwood
Applicant:	Devonshires Solicitors	
Decision:	<b>Conditions complied with</b>	
Decision Date:	24 October 2018	
Proposal:	Confirmation of whether s106 financial or non financial planning obligations in relation to 16/00307/FULPP have been complied with	
Address	<b>The Potters Arms 182 Cove Road Farnborough Hampshire GU14 0HJ</b>	

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Application No	18/00341/COND	Ward: St John's
Applicant:	Gurkha Security Services	
Decision:	<b>Conditions details approved</b>	
Decision Date:	08 October 2018	
Proposal:	Submission of details pursuant to Condition Nos.9 (foundation construction details) and 11 (operatives and construction vehicle parking during construction period details) of planning permission 17/00315/FULPP dated 1 September 2017	
Address	<b>Falcon House 16 Fernhill Road Farnborough Hampshire GU14 9RX</b>	
Application No	18/00390/ADVPP	Ward: Empress
Applicant:	ASDA	
Decision:	<b>Permission Granted</b>	
Decision Date:	08 October 2018	
Proposal:	Display of one 8m high freestanding totem with illuminated header	
Address	<b>ASDA Westmead Farnborough Hampshire GU14 7LT</b>	
Application No	18/00505/COND	Ward: Wellington
Applicant:	Mr Suneet Jain , Jan Mandozai And Sid C	
Decision:	<b>Conditions not complied with</b>	
Decision Date:	25 October 2018	
Proposal:	Request for confirmation that condition 1 of planning permission 07/00541/FUL has been complied with and the development was implemented within three years of the date of approval	
Address	<b>16 Union Street Aldershot Hampshire GU11 1EG</b>	
Application No	18/00513/FUL	Ward: Rowhill
Applicant:	Miss R. Arnott	
Decision:	<b>Permission Granted</b>	
Decision Date:	26 October 2018	
Proposal:	Replacement windows with white UVPC and white UVPC wood grain effect front sash bay window	
Address	<b>14A Cargate Avenue Aldershot Hampshire GU11 3EP</b>	

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Application No	18/00525/FULPP	Ward: Wellington
Applicant:	Mr H Schneck	
Decision:	<b>Permission Granted</b>	
Decision Date:	05 October 2018	
Proposal:	Creation and associated cladding of internal courtyard (rear elevations of 54-56 Union Street and 53-55 High Street) following part demolition of existing building (part retrospective)	
Address	<b>54 - 56 Union Street And 53 - 55 High Street Aldershot Hampshire</b>	

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Application No	18/00539/FULPP	Ward: Knellwood
Applicant:	Mrs Saima & Mr Sadaqai Ali	
Decision:	<b>Permission Granted</b>	
Decision Date:	02 October 2018	
Proposal:	Erection of new 3-bedroom house following demolition of existing outbuilding and re-location of parking to front of existing building (Kingston House) with new vehicular access onto Alexandra Road to serve occupiers of Kingston House	
Address	<b>Kingston House 11 Church Road West Farnborough Hampshire</b>	

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Application No	18/00560/FULPP	Ward: North Town
Applicant:	Tancia Holdings Ltd	
Decision:	<b>Permission Granted</b>	
Decision Date:	19 October 2018	
Proposal:	Erection of purpose-designed portal frame commercial building of a total of approximately 2378 sqm of gross external floorspace for production and storage & distribution purposes (mixed Use-Classes B1(c) and B8) with ancillary Use Class B1(a) offices following demolition of existing building (Revised scheme following withdrawal of scheme submitted with planning application 18/00045/FULPP in April 2018)	
Address	<b>Unit 1A Eastern Road Aldershot Hampshire GU12 4TD</b>	

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Application No	18/00569/TPOPP	Ward: Empress
Applicant:	Mr Kane Gibbs	
Decision:	<b>Permission Granted</b>	
Decision Date:	08 October 2018	
Proposal:	Cut back tree branches that are obstructing the sign on the entrance to the car park. Crown lift the branches overhanging the access road and the car park areas to no more than 4.5 metres from ground level ( this includes remedial work to Oaks T9, T10 and T12, Sycamores T8 and T11 and the trees of groups W1 and G1 all within TPO 381)	
Address	<b>B And Q Car Park Invincible Road Farnborough Hampshire</b>	
Application No	18/00596/FULPP	Ward: Knellwood
Applicant:	Ms J Baldwin	
Decision:	<b>Permission Granted</b>	
Decision Date:	04 October 2018	
Proposal:	Erection of a single storey rear extension	
Address	<b>59 Salisbury Road Farnborough Hampshire GU14 7AG</b>	
Application No	18/00598/ADVPP	Ward: North Town
Applicant:	Mercedes-Benz UK	
Decision:	<b>Permission Granted</b>	
Decision Date:	02 October 2018	
Proposal:	Replacement external commercial vehicle dealership and forecourt signs	
Address	<b>Unit 1 Eastern Road Aldershot Hampshire GU12 4TD</b>	
Application No	18/00604/TPOPP	Ward: St Mark's
Applicant:	Mr J Adams	
Decision:	<b>Permission Granted</b>	
Decision Date:	08 October 2018	
Proposal:	Removal of two Sycamores, two Scots Pine, one Holly and one Oak (all part of group G3 of TPO 375) and three Sycamores (part of group W1 of TPO 375) and remedial work to several other TPO 375 trees as per submitted tree survey	
Address	<b>Land Affected By TPO 375 Reading Road Farnborough Hampshire</b>	



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Application No	18/00606/FUL	Ward: North Town
Applicant:	Mrs L Davis	
Decision:	<b>Permission Granted</b>	
Decision Date:	15 October 2018	
Proposal:	Erection of a single storey extension	
Address	<b>13 St Christophers Close Aldershot Hampshire GU12 4XF</b>	

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Application No	18/00607/FULPP	Ward: Aldershot Park
Applicant:	Ms Vikki Turvey	
Decision:	<b>Permission Granted</b>	
Decision Date:	16 October 2018	
Proposal:	Erection of a single storey side and rear extension	
Address	<b>391 High Street Aldershot Hampshire GU12 4NF</b>	

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Application No	18/00609/PRIOR	Ward: Wellington
Applicant:	Allen Planning Ltd	
Decision:	<b>Prior Approval Required and Granted</b>	
Decision Date:	05 October 2018	
Proposal:	Notification under Class M of the Town and Country Planning (General Permitted Development)(England) Order 2015 as amended for prior approval for a proposed change of use of part of the ground floor of 53 High Street from a shop (Class A1) to a use falling within Use Class C3 (dwellinghouses) namely two flats	
Address	<b>53 High Street Aldershot Hampshire GU11 1BH</b>	

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Application No	18/00618/CONDPP	Ward: St Mark's
Applicant:	Farnborough Power Limited	
Decision:	<b>Conditions details approved</b>	
Decision Date:	09 October 2018	
Proposal:	Submission of details to comply with conditions 2 (external materials) and 3 (surfacing materials) pursuant to planning permission 18/00133/FULPP dated 14 June 2018 in respect of the erection of a 16MW embedded short term operating reserve ('STOR') generating plant building, auxiliary equipment, plant control building, new bunds, landscaping and associated works.	
Address	<b>Land To The South Of Old Ively Road Cody Technology Park Ively Road Farnborough Hampshire</b>	

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Application No	18/00621/FULPP	Ward: Cove And Southwood
Applicant:	Mr Fatos Nika	
Decision:	<b>Permission Refused</b>	
Decision Date:	09 October 2018	
Proposal:	Erection of a part single and part two storey rear extension	
Address	<b>60 Hazel Avenue Farnborough Hampshire GU14 0DW</b>	

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Application No	18/00625/FULPP	Ward: Aldershot Park
Applicant:	Mr Laurence Willis	
Decision:	<b>Permission Granted</b>	
Decision Date:	24 October 2018	
Proposal:	Erection of a single storey extension and alteration to pedestrian access	
Address	<b>33 Brighton Road Aldershot Hampshire GU12 4HG</b>	

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Application No	18/00627/TPOPP	Ward: Knellwood
Applicant:	Maggie Lonergan	
Decision:	<b>Permission Granted</b>	
Decision Date:	11 October 2018	
Proposal:	Three False Acacia (T1,T3 and T4 on submitted plan) crown reduce by no more than 1 metre, crown thin by no more than 10% and crown lift by no more than 4.5 metres from ground level. One False Acacia (T2 on plan) 1 metre crown reduction and 10% crown thin. Two Oaks ( T5 and T6) 1 metre crown reduction, 10% crown thin and crown lift to no more than 4.5 metres from ground level (all trees are part of group G3 of TPO 433)	
Address	<b>Land Affected By TPO 433 Church Avenue Farnborough Hampshire</b>	

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Application No	18/00628/TPOPP	Ward: Knellwood
Applicant:	Lorraine Hodgson	
Decision:	<b>Permission Granted</b>	
Decision Date:	11 October 2018	
Proposal:	One Acacia tree (T41 of TPO 435A) crown thin by no more than 10%, reduce 3 lowest limbs from 4 metres to 2.5 metres and 2 higher limbs reduce by no more than 1 metre	
Address	<b>Kilbrogan 213 Sycamore Road Farnborough Hampshire GU14 6RQ</b>	

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Application No	18/00630/TPO	Ward: Knellwood
Applicant:	Mrs Christine Ketteringham	
Decision:	<b>Permission Granted</b>	
Decision Date:	09 October 2018	
Proposal:	One Oak (T3 of TPO 402A) crown lift by removing 3 lowest branches	
Address	<b>Rush House 28 Cedar Road Farnborough Hampshire GU14 7AX</b>	

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Application No	18/00632/TPO	Ward: Fernhill
Applicant:	Ms Sharron Caslin	
Decision:	<b>Permission Granted</b>	
Decision Date:	16 October 2018	
Proposal:	One Oak (part of group G1 of TPO 236) see submitted application plan, crown lift to no more than 4 metres from ground level, reduce side laterals by no more than 1 metre on neighbour side and crown thin by no more than 15%	
Address	<b>5 Randell Close Blackwater Camberley Hampshire GU17 9HF</b>	

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Application No	18/00634/FULPP	Ward: West Heath
Applicant:	Mr S Yeung	
Decision:	<b>Permission Granted</b>	
Decision Date:	11 October 2018	
Proposal:	Erection of part single and part two storey rear extension, single storey side extension and front porch, along with widening of existing dropped kerb	
Address	<b>23 Lynn Way Farnborough Hampshire GU14 8RT</b>	

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Application No	18/00637/CONDPP	Ward: Empress
Applicant:	Lothbury Property Trust Company Ltd	
Decision:	<b>Conditions details approved</b>	
Decision Date:	09 October 2018	
Proposal:	Submission of details to comply with condition 4 (replacement tree planting) attached to planning permission 18/00507/FULPP dated 9 August 2018 for the creation of 8 additional car parking spaces with associated works	
Address	<b>Blackwater Shopping Park Farnborough Gate Farnborough Hampshire</b>	

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Application No	18/00638/FULPP	Ward: Rowhill
Applicant:	Mr James Sayer	
Decision:	<b>Permission Granted</b>	
Decision Date:	01 October 2018	
Proposal:	Erection of a single storey side and rear extension	
Address	<b>87 Alexandra Road Aldershot Hampshire GU11 1QW</b>	
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Application No	18/00640/TPOPP	Ward: Knellwood
Applicant:	Mrs Penny Gunn	
Decision:	<b>Split decision</b>	
Decision Date:	11 October 2018	
Proposal:	One Silver Birch (T36 of TPO 433) reduce top of crown by no more than 8 metres and crown thin by no more than 25%	
Address	<b>166 Farnborough Road Farnborough Hampshire GU14 7JJ</b>	
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Application No	18/00644/ADVPP	Ward: Knellwood
Applicant:	CO-OPERATIVE FOOD	
Decision:	<b>Permission Granted</b>	
Decision Date:	02 October 2018	
Proposal:	Display of 1 fascia sign with an internally illuminated co-op logo and 1 non illuminated wall mounted sign	
Address	<b>36 Woburn Avenue Farnborough Hampshire GU14 7EF</b>	
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Application No	18/00647/FUL	Ward: Knellwood
Applicant:	Mr & Mrs Kevin Jones	
Decision:	<b>Permission Granted</b>	
Decision Date:	02 October 2018	
Proposal:	Erection of a single storey rear extension	
Address	<b>3 Knightwood Close Farnborough Hampshire GU14 6HS</b>	

Application No	18/00648/FUL	Ward: Fernhill
Applicant:	Mr J Meredew	
Decision:	<b>Permission Granted</b>	
Decision Date:	09 October 2018	
Proposal:	Erection of a single storey front, side and rear extension and formation of dormers along both east and west roof facing elevations following removal of existing conservatory	
Address	<b>29 Sandy Lane Farnborough Hampshire GU14 9HJ</b>	

Application No	18/00652/TPOPP	Ward: West Heath
Applicant:	Mrs Sam Marshall	
Decision:	<b>Permission Granted</b>	
Decision Date:	16 October 2018	
Proposal:	Two Oaks (T3 and T4 of TPO 437) as per submitted TPO plan, prune back branches to the boundary of 23 Stake Lane to suitable secondary live growth	
Address	<b>Land Affected By TPO 437 Stake Lane Farnborough Hampshire</b>	

Application No	18/00659/PDC	Ward: Aldershot Park
Applicant:	Mr Christopher Batchelor	
Decision:	<b>Development is Lawful</b>	
Decision Date:	02 October 2018	
Proposal:	Proposed Lawful Development Certificate: Erection of a single storey rear extension	
Address	<b>5 Elston Road Aldershot Hampshire GU12 4HX</b>	

Application No	18/00660/TPOPP	Ward: Empress
Applicant:	Alison Chapman	
Decision:	<b>Permission Granted</b>	
Decision Date:	18 October 2018	
Proposal:	Remove one small Robinia (part of group G5 of TPO 380) growing over the footpath	
Address	<b>Forester House Coombe Way Farnborough Hampshire</b>	

Application No	18/00661/NMAPP	Ward: Wellington
Applicant:	Laura Powell	
Decision:	<b>Conditions details approved</b>	
Decision Date:	11 October 2018	
Proposal:	Non-material Amendment to application 17/00494/REMPP dated 09.11.2017 including alterations to eaves design and height, design and position of windows and doors and design of chimneys within McGrigor Development Zone D.	
Address	<b>Zone D - McGrigor Aldershot Urban Extension Alisons Road Aldershot Hampshire</b>	

Application No	18/00662/COND	Ward: St Mark's
Applicant:	Prunus Developments Ltd	
Decision:	<b>Conditions details approved</b>	
Decision Date:	19 October 2018	
Proposal:	Submission of details to comply with conditions 2 (external materials), 3 (window details), 4 (surfacing materials), 5 (levels), 6 (boundary treatment), 8 (contaminated land), 10 (construction method statement), 11 (landscaping), 13 (SUDS), 14 (energy performance) and 15 (communal television facilities) attached to planning permission 17/00334/FULPP dated 1 November 2017 for the demolition of existing workshops and erection of a part two storey, part three storey building with accommodation in the roof to provide 11 one bedroom flats with associated access and car parking	
Address	<b>4A Netley Street Farnborough Hampshire GU14 6AQ</b>	

Application No	18/00665/PDCPP	Ward: North Town
Applicant:	Mr & Mrs Allaker	
Decision:	<b>Development is Lawful</b>	
Decision Date:	03 October 2018	
Proposal:	LAWFUL DEVELOPMENT CERTIFICATE: Formation of a hip to gable roof extension and dormer window to rear with three roof lights to front roof elevation	
Address	<b>9 Clive Road Aldershot Hampshire GU12 4RE</b>	

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Application No	18/00668/FULPP	Ward: Cove And Southwood
Applicant:	Mr Andrew Lundie	
Decision:	<b>Permission Granted</b>	
Decision Date:	10 October 2018	
Proposal:	Demolition of existing conservatory and erection of a two storey side and single storey rear extension	
Address	<b>5 Gleneagles Drive Farnborough Hampshire GU14 0PH</b>	

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Application No	18/00671/TPOPP	Ward: Knellwood
Applicant:	Mr Tony Bramwell	
Decision:	<b>Permission Granted</b>	
Decision Date:	22 October 2018	
Proposal:	One Sweet Gum tree (T24 of TPO 432A ) crown reduce back to previous cutting points, leaving a canopy spread of no less than 4 metres and finished height of no less than 5 metres	
Address	<b>36 The Crescent Farnborough Hampshire GU14 7AS</b>	

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Application No	18/00674/PDC	Ward: Manor Park
Applicant:	Mr Rhys Rutledge	
Decision:	<b>Development is Lawful</b>	
Decision Date:	05 October 2018	
Proposal:	LAWFUL DEVELOPMENT CERTIFICATE: Formation of a hip to gable roof extension and dormer window to rear with a non-opening, obscure glazed window in the side roof elevation and one roof light to front roof elevation	
Address	<b>77 Boxalls Lane Aldershot Hampshire GU11 3QH</b>	

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Application No	18/00676/TPO	Ward: Empress
Applicant:	Ms Yvette Macleod	
Decision:	<b>Permission Granted</b>	
Decision Date:	22 October 2018	
Proposal:	One Oak (T20 of TPO 368) and two Sweet Chestnut and one Beech tree (part of group G5 of TPO 368) on right side of rear garden at 29 Pierrefondes Avenue crown lift to no more than 6 metres from ground level. Two Sweet Chestnut trees and one Oak (part of group G3 of TPO 368) on left side of garden of 27 Pierrefondes Avenue crown lift to no more than 6 metres from ground level	
Address	<b>Land Affected By TPO 368- South Of Empress Avenue And Pierrefondes Avenue Farnborough Hampshire</b>	

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Application No	18/00681/FUL	Ward: Manor Park
Applicant:	Nazar Alhashimi And Joanne McEwen	
Decision:	<b>Permission Granted</b>	
Decision Date:	15 October 2018	
Proposal:	Erection of a front porch	
Address	<b>16 Highfield Gardens Aldershot Hampshire GU11 3DE</b>	

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Application No	18/00682/PDCPP	Ward: Knellwood
Applicant:	Mr David Jeffery	
Decision:	<b>Development is Lawful</b>	
Decision Date:	15 October 2018	
Proposal:	Formation of a hip to gable roof extension, rear dormer and 3 front rooflights to facilitate loft conversion	
Address	<b>78 Ashley Road Farnborough Hampshire GU14 7HD</b>	

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Application No	18/00684/FULPP	Ward: Manor Park
Applicant:	Mr & Mrs Crowther	
Decision:	<b>Permission Granted</b>	
Decision Date:	15 October 2018	
Proposal:	Formation of a bay window, raised terrace and sail shade to the rear. External alterations including rendering	
Address	<b>48A Highfield Avenue Aldershot Hampshire GU11 3DA</b>	

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Application No	18/00686/FULPP	Ward: Rowhill
Applicant:	Mr & Mrs John Kellagher	
Decision:	<b>Permission Granted</b>	
Decision Date:	15 October 2018	
Proposal:	Proposed single storey rear extension following removal of the conservatory and partial conversion of the integral garage to a habitable room	
Address	<b>Amberley 19 Hillside Road Aldershot Hampshire GU11 3LX</b>	

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Application No	18/00690/REXPD	Ward: Aldershot Park
Applicant:	Mr J Horton	
Decision:	<b>Prior approval is NOT required</b>	
Decision Date:	15 October 2018	
Proposal:	Erection of a single storey extension measuring 5.5 metres from the original wall of the house x 2.45 metres to the eaves and 4 metres overall height	
Address	<b>46 Gillian Avenue Aldershot Hampshire GU12 4HT</b>	

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Application No	18/00694/FULPP	Ward: Manor Park
Applicant:	Mr & Mrs Watkins	
Decision:	<b>Permission Granted</b>	
Decision Date:	19 October 2018	
Proposal:	Proposed single storey rear extension with projecting bris-soleil	
Address	<b>1 Warwick Close Aldershot Hampshire GU11 3SX</b>	

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Application No	18/00696/ADVPP	Ward: Empress
Applicant:	Mr Chris Jones	
Decision:	<b>Permission Granted</b>	
Decision Date:	19 October 2018	
Proposal:	Replacement of 2 x DFS 'heart' logos with 2 internally illuminated 'Dwell' signs	
Address	<b>Unit 1 Solartron Retail Park Solartron Road Farnborough Hampshire GU14 7QJ</b>	

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Application No	18/00701/FULPP	Ward: St Mark's
Applicant:	Mr Robert Hutchings	
Decision:	<b>Permission Granted</b>	
Decision Date:	24 October 2018	
Proposal:	Insertion of one roof light within side facing roof slope of existing rear first floor extension and change of roof to existing single storey rear conservatory to a flat roof incorporating a lantern roof light	
Address	<b>Canterbury Villa 12 Netley Street Farnborough Hampshire GU14 6AQ</b>	

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Application No	18/00737/COND	Ward: Cove And Southwood
Applicant:	Devonshires Solicitors	
Decision:	<b>Split decision</b>	
Decision Date:	17 October 2018	
Proposal:	Request for confirmation that all conditions of planning permission 16/00307/FULPP dated 23 June 2016 have been complied with	
Address	<b>The Potters Arms 182 Cove Road Farnborough Hampshire GU14 0HJ</b>	

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**Development Management Committee**  
**7th November 2018**

**Directorate of Community and  
 Environment**  
**Planning Report No. PLN1830**

**Planning (Development Management) summary report for the quarter  
 Jul-Sept 2018**

**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 1<sup>st</sup> July to 30<sup>th</sup> September.

**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 decision times. It should be noted that the returns required by government do not include some application types including applications for the approval of details pursuant to conditions, applications to fell or carry out works to TPO trees and trees in Conservation Areas, Non-Material Amendments, Screening Opinions, Adjacent Authority Consultations and applications for approval in relation to conditions. These however constitute a significant source of demand on our service numbering 81 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	Jul-Sept 2018	Government Target	2017/2018 Total
7	86%	60%	95.2%

Minor (Non householder) Applications determined within 8 weeks

Decisions in quarter	Jul-Sept 2018	Government Target	2017/2018 Total
22	77%	65%	71%

\*Decisions on eight applications determined in the quarter were outside the statutory period, three were the subject of agreed extensions of time and therefore recorded as 'in time'.

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

Decisions in quarter	Jul-Sept 2018	Government Target	2017/2018 Total
69	91%	80%	94.9%

- 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

2017/18 Total	Government Target	Jul-Sept 2018	Appeal Decisions
11%	40% max	33%	3

### 3. Workload

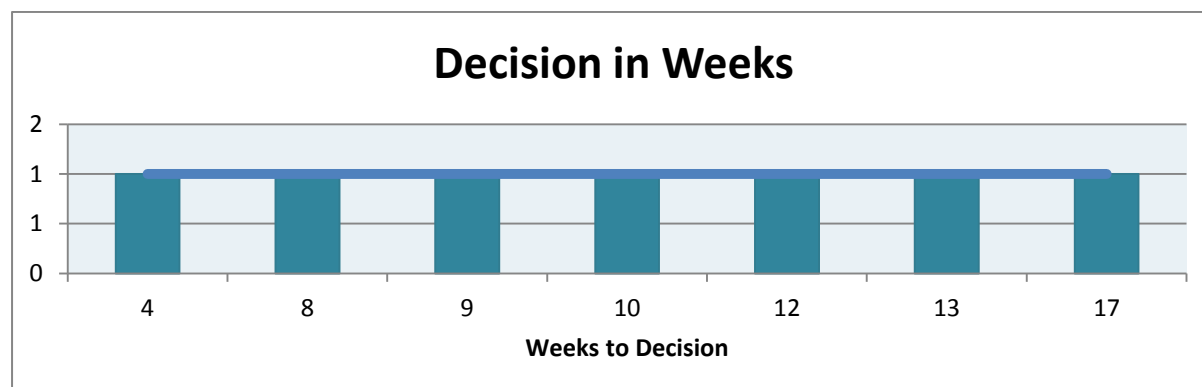
- 3.1 This section deals with workload demand on the Development Management Section in the past three months.

Departmental Work Demand Jul-Sept 2018

Applications Submitted (All types)	Pre-Application Cases	Incoming Telephone Calls	Applications Determined (All types)	Appeals Submitted
225	50	2014	188	1

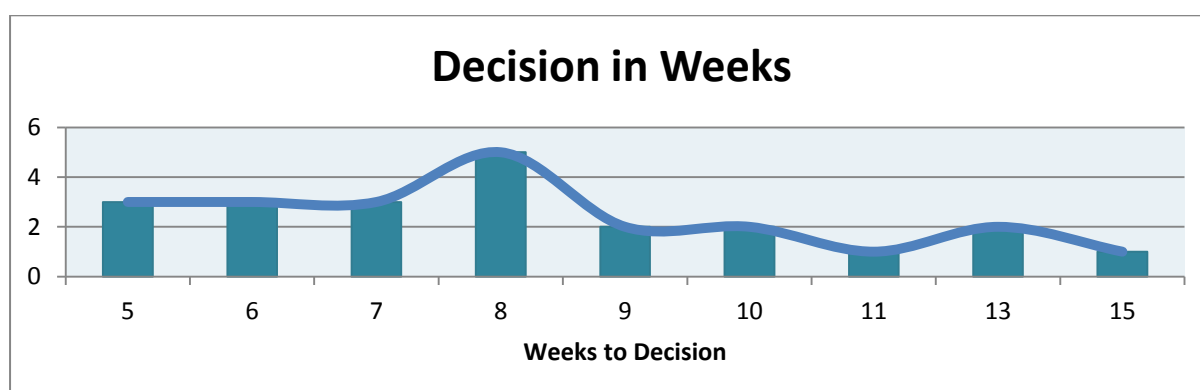
- 3.2 The following graphs present the time period being taken to determine different types of application.

Major and small-scale majors Total 7



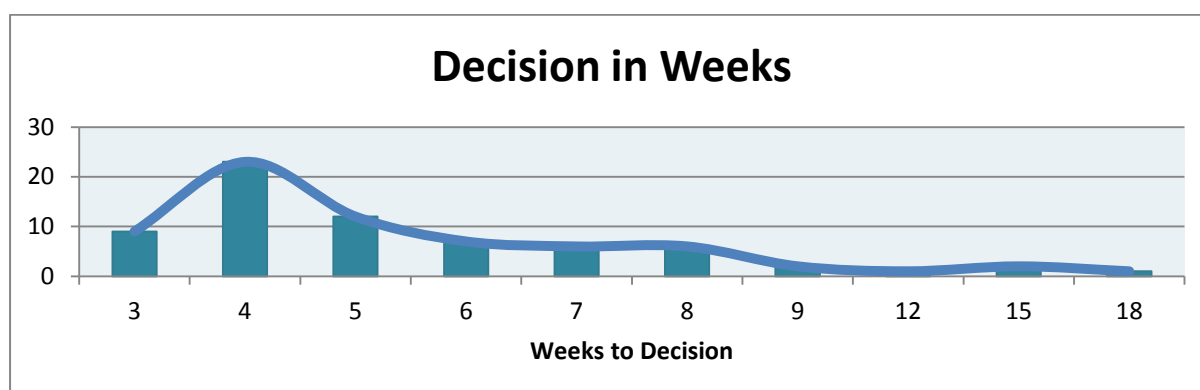
- 3.3 Performance with regard to Major applications remains well above the Government target with six of seven cases determined within the statutory 13 week period.

Minor (Non householder) applications Total 22



- 3.4 This second graph illustrates the determination times for minor applications, 77% of which were determined within the statutory period or in accordance with agreed extensions of time.

'Other' (Including Householder) applications Total 69



- 3.5 This third graph shows that in the first quarter of this financial year the majority of householder applicants received decisions in the fourth and fifth weeks after their validation date.

#### 4. Fee Income

- 4.1 The total amount of planning fee income received for the quarter was £112,149 against a budget estimate of £100,000.
- 4.2 The total amount of pre-application fee income received for the quarter was £6,747 against a budget estimate of £9,000.

#### 5. Section 106 contributions

- 5.1 Information in this section relates to financial contributions secured by way of section 106 planning obligations. It should be noted that the allocation of capacity in the Hawley Meadows, Southwood II and Rowhill Copse SANGs is now almost complete. Collection of contributions in respect of these projects will therefore soon cease and will no longer form part of these reports..

Section 106 contributions received	Jul-Sept 2018
Contributions received (Rushmoor and Hampshire) apportioned as set out below~	£289,939.20
Open Space (specific projects set out in agreements)	£68,795.20
SANGS a) Hawley Meadows * b) Southwood II c) Rowhill	a) £42,380.00 b) £20,540.00 c) £13,260.00
SAMM* a) Hawley Meadows b) Southwood II c) Rowhill d) Wellesley Woodland e) Bramshot Farm (Hart)	a) £4,636.00 b) £2,249.00 c) £1,451.00 d) £135,028.00 e) £0
Transport (specific projects set out in agreements)*	£0

~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.

Eight new undertakings/legal agreements were signed in the period Jul-Sept 2018.

## 6. Comment on workload for this quarter and year

- 6.1 This second quarter saw sustained numbers of application submissions and a fall in pre-application submissions to 50 in the quarter. Pre-application fee receipts were below the budget for the quarter and now stand currently at £15,568 for the first six months of the financial year against an estimate of £18,000. Planning application fee income exceeded the budget projection by just over £12,000. This has overcome the shortfall in the first quarter and leaves the application fee income total for the first six months of the financial year in the black by approximately £7,800.00.
- 6.2 The Development Management Team is, as of the beginning of October, now at full strength with Katie Ingram and Louise Davies joining as Planning Officers to fill the existing vacancy in the team and the additional post created and funded by the recent increase in planning fees.

## 7. Wellesley

- 7.1 Progress on the residential phases of Wellesley continues. Maida Development Zone A is substantially complete. This zone contains 228 units and to date 226 are occupied. The remaining two units will be constructed/occupied once the Bellway Homes' sales suite is no longer required in connection with the Corunna Development Zones B1 & B2.



- 7.2 The Corunna Development Zone lies opposite Maida on the west side of Queen's Avenue. Works are at an advanced stage on site for Phase B1 & B2 (227 residential units) and to date 40 units are occupied, including some affordable housing. Works will shortly commence on Corunna Phase B3 & B4 to provide a further 454 residential dwellings.
- 7.3 Construction is now at an advanced stage on Gunhill (Development Zone E) consisting of 107 residential units. This is located west of the Cambridge Military Hospital and north of Hospital Road.
- 7.4 The first phase of construction will shortly commence at McGrigor Zone D. This is located north of the Cambridge Military Hospital and east of Maida Zone. It will provide a total of 116 residential units.
- 7.5 The Western Primary School, located on the corner site of Queen's Avenue and Alison's Road, is now complete. The school opened in September 2018 with one reception class.

## **8. Recommendation**

- 8.1 That the report be NOTED

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

*BACKGROUND PAPERS: None.*

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