

Public Document Pack



RUSHMOOR BOROUGH COUNCIL

DEVELOPMENT MANAGEMENT COMMITTEE

*at the Council Offices, Farnborough on
Wednesday, 5th December, 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

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

A G E N D A

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

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

2. **MINUTES – (Pages 3 - 20)**

To confirm the Minutes of the meeting held on 7th November, 2018 (copy attached).

3. **PLANNING APPLICATIONS – (Pages 21 - 116)**

To consider the Head of Economy, Planning and Strategic Housing's Report No. PLN1831 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	18/00225/LBCPP	Ramsden Garden Wall Memorial – Montgomery Lines, Aldershot	For information
2	18/00367/OUTPP	Former Police Station, Pinehurst Avenue, Farnborough	For information
3	18/00614/FULPP	Randell House, Fernhill Road, Blackwater, Camberley	For information
4	18/00683/FULPP	Unit 10, Springlakes Industrial Estate, Deadbrook Lane, Aldershot	For information

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

Item	Pages	Reference Number	Address	Recommendation
5	27-55	16/00981/FULPP	Aldershot Bus Station, 3 Station Road, Aldershot	Grant

6	57-71	18/00683/FULPP	Unit 10, Springlakes Industrial Estate, Deadbrook Lane, Aldershot	Grant
7	73-103	18/00709/FULPP	Land adjacent Green Hedges, Hawley Road, Blackwater	Grant

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

4. **ENFORCEMENT AND POSSIBLE UNAUTHORISED DEVELOPMENT – (Pages 117 - 120)**

To consider the Head of Economy, Planning and Strategic Housing's Report No. PLN1832 (copy attached) which reports on cases of planning enforcement and possible unauthorised development.

5. **LEGAL AGREEMENT - PINEHURST HOUSE, 117 FARNBOROUGH ROAD, FARNBOROUGH – (Pages 121 - 124)**

To receive the Head of Economy, Planning and Strategic Housing's Report No. PLN1833 (copy attached) which reports on a legal agreement in respect of Pinehurst House, 117 Farnborough Road, Farnborough.

6. **DEED OF VARIATION - LAND AT GUILLEMONT PARK SUN PARK, MINLEY ROAD, FARNBOROUGH – (Pages 125 - 128)**

To receive the Head of Economy, Planning and Strategic Housing's Report No. PLN1834 (copy attached) which reports on a Deed of Variation in respect of Land at Guillemont Park Sun Park, Minley Road, Farnborough.

MEETING REPRESENTATION

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

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

Development Management Committee
5th December 2018

Head of Economy, Planning and Strategic Housing

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, 7th November, 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 R.M. Cooper
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 and Cllr P.I.C. Crerar.

In the absence of Cllrs Grattan and Crerar, Cllrs Veronica Graham-Green and P.F. Rust attended the meeting.

Non-Voting Members

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

34. VOTE OF THANKS

The Committee was advised that Keith Holland, Head of Planning, was attending his last meeting of the Development Management Committee. The Committee formally thanked Mr Holland for his service to the Council and referred to his professionalism, knowledge and expertise.

35. DECLARATIONS OF INTEREST

There were no declarations of interest.

36. MINUTES

The Minutes of the meeting held on 10th October, 2018 were approved and signed by the Chairman.

37. PLANNING APPLICATIONS

RESOLVED: That

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

* 18/00481/FULPP (Upper Union Terrace and Nos. 182 to 192 Victoria Road, Aldershot);

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

(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:

18/00466/FULPP (Pinehurst House, No. 117 Farnborough 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. PLN1829, be noted;

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

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

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

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

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

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

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

18/00709/FULPP (Land adjacent Green Hedges, Hawley Road, Blackwater, Camberley);

* The Head of Planning's Report No. PLN1829 in respect of these applications was amended at the meeting

38. REPRESENTATIONS ON APPLICATIONS

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.

The Committee also considered a request from Cllr G.B. Lyon to speak at the meeting in his capacity as an Empress Ward Councillor. The Committee agreed to this request, on the basis that there were no Empress Ward Members on the Committee.

Application No.	Address	Representation	In support of or against the application
18/00466/FULPP	Pinehurst House, No. 117 Farnborough Road, Farnborough	Cllr. G.B. Lyon Mr. D. Eyre Mr. D. Kemp	Against Against In support
18/00657/FULPP	Farnborough Airport, Farnborough Road, Farnborough	Mr. J. Drake	In support

39. APPLICATION NO. 18/00140/FULPP - MEUDON HOUSE, MEUDON AVENUE, FARNBOROUGH

The Committee considered the Head of Planning's Report No. PLN1829 (as amended at the meeting) regarding the demolition of existing structures and erection of 205 dwellings comprising 93 one-bedroom flats, 80 two-bedroom flats and 32 three-bedroom townhouses with associate access, parking and landscape arrangements.

It was noted that the recommendation was to grant permission subject to the completion of an appropriate Section 106 planning obligation by 19th December, 2018.

RESOLVED: That

- (i) subject to the expiry of the site notice advertising a departure from the development plan and no adverse comments being received which have not been previously addressed and subject to the completion of an appropriate Planning Obligation under Section 106 of the Town and Country Planning Act 1990 by 19th December, 2018 in respect of Strategic Access Management and Monitoring (SAMM), open space, affordable housing and highway matters, the Head of Planning, in consultation with the Chairman, be authorised to grant planning permission subject to the conditions and informatives set out in the Head of Planning's Report No. PLN1829 (as amended at the meeting).

- (ii) in the event of failure to complete the appropriate Planning Obligation by 19th 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 mitigates its impact in highway terms contrary to development plan policies and the provisions of the Council's supplementary planning document Planning Contributions – Transport 2008.

40. **PLANNING (DEVELOPMENT MANAGEMENT) SUMMARY REPORT FOR THE QUARTER JULY - SEPTEMBER 2018**

The Committee received the Head of Planning's Report No. PLN1830 (as amended at the meeting) which provided an update on the position with respect to achieving performance indicators for the Development Management section of Planning and the overall workload of the section for the quarter from 1st July to 30th September, 2018.

RESOLVED: That the Head of Planning's Report No. PLN1830 be noted.

The meeting closed at 8.45 pm.

CLLR B.A. THOMAS (CHAIRMAN)

**Development Management Committee
7th November 2018**

Appendix "A"

Application No. & Date Valid: **18/00481/FULPP** **25th June 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 at **Upper Union Terrace And 182 To 192 Victoria Road Aldershot Hampshire**

Applicant: Jepsam Properties Limited

Conditions: 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 AEWL Ltd. Protected Species Walkover Survey and Bat Survey Reports dated 14 June 2018 hereby approved.

Reason - In the interests of protected wildlife.

- 11 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. *

**Application No. 18/00657/FULPP
& Date Valid:**

6th September 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 at **Farnborough Airport Farnborough Road Farnborough Hampshire**

Applicant: Gulfstream Aerospace, Ltd

Conditions: 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 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.

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 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 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.

Reason - In the interests of amenity and to 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 the use of the private car.

- 14 No 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 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 six 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-904-000001 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 v1
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

Appendix "B"

Application No. 18/00466/FULPP 19th June 2018
& Date Valid:

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 at **117 Farnborough Road Farnborough Hampshire GU14 7JG**

Applicant: Pinehurst Investments Ltd

- Reasons:**
- 1 The proposal, by virtue of the design, mass, bulk, and height of the additions to the building and the proximity of windows of new residential units, would have a detrimental effect on the amenities of neighbouring residential properties within The Convent, 115 Farnborough Road by virtue of enclosure and loss of privacy due to actual and perceived overlooking. The proposal is therefore contrary to adopted Rushmoor Core Strategy Policy CP2; saved Local Plan Policy ENV16; and emerging New Rushmoor Local Plan (2014 to 2032) Policy DE1. The proposal further fails to address the requirement for high quality design set out in the National Planning Policy Framework and Planning Practice Guidance.
 - 2 In the absence of a s106 Planning Obligation, the proposal fails to make provision for an appropriate Special Protection Area Mitigation and Avoidance contribution towards strategic access management measures in order to address the impact of the proposed development upon the nature conservation interests and objectives of the Thames Basin Heaths Special Protection Area. The proposals are thereby contrary to the requirements of retained South East Plan Policy NRM6; Policies CP13 and CP15 of the adopted Rushmoor Core Strategy (October 2011); and Policies NE1 & NE4 of the emerging New Rushmoor Local Plan (2014 to 2032).
 - 3 In the absence of a s106 Planning Obligation, the

proposal fails to make provision for public open space in accordance with the requirements of Policies CP11 and CP12 of the adopted Rushmoor Core Strategy (October 2011); saved Local Plan Policies OR4 and OR4.1; emerging New Rushmoor Local Plan (2014 to 2032) Policy IN2; and the Council's continuing Interim Advice Note (dated August 2000 and updated July 2006) "Financial Contributions towards Provision of Open Space in Association with New Housing Development".

- 4 In the absence of a s106 Planning Obligation, the proposal fails to make provision for appropriate transport contributions to address the impact on local highway infrastructure as required by Policies CP16 and CP17 of the adopted Rushmoor Core Strategy (October 2011); saved Local Plan Policy TR10; emerging New Rushmoor Local Plan (2014 to 2032) Policy IN2; and the Council's adopted "Planning Contributions : Transport" Supplementary Planning Document, April 2008.

1. INFORMATIVE:

THE FOLLOWING PLANS & DOCUMENTS WERE CONSIDERED IN MAKING THIS DECISION:- OSEL Architects Drawing Nos. E17- 005/SITEX001 REV.A, -EXP001 REVB, -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 & -SCHE000 REV.A; Open Spaces Drawing No. OS 1495-17.1; and Motion Drawing No.170807-02 Rev.A; and DRK Planning Statement (June 2018), OSEL Architecture Design Statement (May 2018), Motion Transport Statement Rev.B (May 2018) & Revised Framework Travel Plan Rev.D (25/09/2018), Open Spaces Arboricultural Impact Assessment Rev.A (October 2018), Chine Consultancy Advice Ltd. Public Consultation Statement (June 2018), JNP Group Flood Risk Analysis & Drainage Report (August 2017), Hann Tucker Associates Environmental Noise Survey & Noise Impact Assessment (19/10/2017), Open Spaces Preliminary Ecology Appraisal & Bat Survey Inspection (October 2017), Waterman Air Quality Assessment (May 2018), Waldrams Daylight/Sunlight Report (September 2017), JMS Preliminary Structural Report (June 2018), Aspinal Verdi Economic Viability Assessment (May 2018) and Method Consulting Energy & Sustainability Strategy Report (August 2017).

Development Management Committee
5th December 2018

Head of Economy, Planning and
Strategic Housing
Report No.PLN1831

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 Economy, Planning and Strategic Housing, 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.

Tim Mills
Head of Economy, Planning and Strategic Housing

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	18/00225/LBCPP	<p>Soft and hard landscape works within the setting of the Ramsden Garden Wall Memorial</p> <p>Ramsden Garden Wall Memorial - Montgomery Lines Aldershot, Hampshire</p> <p>Further work is in progress on amendments to this proposal.</p>
2	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>Former Police Station, Pinehurst Ave, Farnborough, Hampshire</p> <p>The consultation period has now expired. Amended plans are awaited in relation to highway matters which will require further consultation with the County Highway Authority. The application will be presented to the Development Management committee in due course.</p>

3	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>Randell House Fernhill Road Blackwater Camberley</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 when the application is ready for consideration.</p>
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Section B

Petitions

Item	Reference	Description and address
4	18/00683/FULPP	<p>Erection of extension to front of existing building to provide additional workshop area and a mezzanine office</p> <p>Unit 10 Springlakes Industrial Estate Deadbrook Lane Aldershot Hampshire GU12 4UH</p> <p>A petition submitted by Residents of Field Way Aldershot and containing 6 signatures expresses opposition to the proposal on the following grounds:</p> <ul style="list-style-type: none"> • Loss of privacy to properties and gardens • Noise and smell from the location • Increased activity • Lack of parking • Condition of trees within the site

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

Case Officer	David Stevens
Application No.	16/00981/FULPP
Date Valid	19th December 2016
Expiry date of consultations	15th October 2018
Proposal	Demolition of existing bus station and re-development of site with the erection of a mixed use building comprising three ground floor commercial units with flexible use falling within Use Classes A1, A2, A3, A4, A5 or laundrette (sui generis); and upper floor residential use (Use Class C3) comprising 32 market residential flats (18 X 1-bedroom, 12 X 2-bedroom & 2 X 3-bedroom units) with associated on-site servicing and parking areas
Address	Aldershot Bus Station 3 Station Road Aldershot
Ward	Manor Park
Applicant	Mr Simon Gill
Agent	Accord Architecture Ltd
Recommendation	Grant subject to s106 Planning Obligation

Description

Aldershot Bus Station is adjacent to the west side of the forecourt of Aldershot Railway Station. The application site has a lozenge shape and measures 0.24 hectares. It is entirely hard-surfaced and enclosed to the north, west and south sides by brick walls where the site abuts the grounds of residential flats at Ascot Court. Vehicular access is from Station Road adjoining the "Field Gun" roundabout. The site has a small building containing ancillary offices and public toilets. The majority of the site is used for bus manoeuvring and parking. It contains a number of bus stop bays perpendicular to the station forecourt from which it is separated by a pedestrian pavement. There is an enclosed service compound for the Railway Station in the space between the south of the application site and the Railway Station building.

On the opposite side of the Railway Station forecourt area to the north-east, is the railway Station car park, with Kingsley Court, a block of sheltered flats, situated beyond. To the north, the opposite side of Station Road contains commercial uses.

The proposal is for the re-development of the entire site with a building of up to five-storeys in height. This would provide 32 residential flats (18 X 1-bedroom, 12 X 2-bedroom & 2 X 3-bedroom units) on the upper floors, above up to three ground floor commercial units with flexible use falling within Use Classes A1, A2, A3, A4, A5 or laundrette (sui generis) to front the Railway Station forecourt. The proposed ground floor commercial space is shown to be divided to comprise a single unit of 464 sqm (Unit 1), with a further unit of 152 sqm that could be divided flexibly into two smaller units (Units 2 and 3) or let as a single unit.

Vehicular access to and from the site would remain as existing with only minor modifications. This would lead into an enclosed service and parking area behind and under the proposed building. A total of 32 parking spaces would be provided. The scheme also incorporates separate refuse bins for the commercial and residential occupiers and provides space for the installation of plant and equipment for the commercial outlets.

The proposed new building would have a footprint fitting within the curved east boundary of the site adjoining the Railway Station forecourt. Although the proposed building would cover a wide frontage, the main mass, bulk and height of the building would be concentrated towards the south adjoining the Railway Station building. The proposed building would have stepped upper with balconies and amenity terraces. An area of flat roof to the rear is shown fitted with solar panels.

The elevations would be finished with a variety of external materials : ashlar grooved render, red brick, brown window frames, a metal roof and wall system for the inset upper storeys, glazed and metal mesh balcony balustrades, and grey roof tiles.

The application is accompanied by a Design & Access Statement, a Transport Statement, a Biodiversity Assessment and an Economic Viability Report.

The applicants are seeking to complete 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.

The application has been the subject to a number of agreed extensions of time for the determination of the application arising from uncertainty about the adjoining Railway Station forecourt regeneration project, partly resulting from a change in the rail operator. The application is currently subject to an agreed extension of time expiring on 12 February 2019.

Consultee Responses

Transportation Strategy Officer	No highway objections subject to a Grampian Condition that a scheme acceptable to the highway authority is provided prior to commencement of the development for alternative provision to the bus station for bus stopping and drop off stops and facilities within the town centre. Also a revised swept path analysis for the refuse freighter is required, location of refuse stores for the residential units and allocation of the parking spaces for the commercial units with consideration of removing the potential for conflict between resident parking and servicing for the commercial units.
HCC Highways Development Planning	Supplemental Comments received: No objections on basis previously advised by the Council's Transportation Strategy Officer in January 2017.

Planning Policy	No Planning Policy objections.
Environmental Health	No objection subject to the imposition of conditions concerning site investigation, details of proposals for acoustic and vibration insulation of the proposed dwellings, sound insulation of plant and machinery, hours of use for any food & drink use, details of any extraction duct associated with a food & drink use, and construction hours.
Community - Contracts Manager	No objections provided the double door to bin store No.2 opens outwards and it is at least 1.5m wide.
Parks Development Officer	Provides details of Public Open Space projects to which s106 contributions are required.
Aboricultural Officer	No objections : no material impact on trees worthy of retention on adjoining land.
Ecologist Officer	No objections on grounds of biodiversity.
Natural England	No objections subject to an appropriate SPA mitigation and avoidance financial contribution being secured with a s106 Planning Obligation.
Hampshire & I.O.W. Wildlife Trust	No comments received during the consultation period, thereby presumed to have no objections.
Thames Water	No objections subject to a condition requiring details of the methods to be used for any piling. It is also recommended that petrol/oil interceptors be fitted in the car parking/servicing areas and a properly maintained fat trap on any catering establishments.
Lead Local Flood Authorities	No objections subject to the imposition of a condition requiring the submission of a surface water drainage strategy setting out detailed proposals for the drainage of the site.
Crime Prevention Design Advisor	No objections, but provides some advice and comments about some detailed aspect of the internal design of the scheme for the applicants information and consideration.
Hampshire Fire & Rescue Service	No objections and provides generic fire safety/precautions advice.
Housing	No comments.
Network Rail	No objections, but sets out requirements for the way in which construction period should be conducted and managed in proximity to railway land.
RBC Regeneration Team	No objections: The redevelopment of the bus station site is predicated on the delivery of a LEP-funded programme of works

that will improve the railway station forecourt. Those works have been the subject of a detailed review and a way forward has been agreed in principle between the relevant parties (HCC, RBC and the railway operator) as of October 2018. The scheme is now within budget and will provide improvements to the railway forecourt - including the provision of bus stops to serve the station routes, the provision of a new bus layover within the town centre and enhancements to the public realm. Proposed improvements to Windsor Way would also see the introduction of public conveniences within highway land. These works would address the loss of both the existing bus station facility and the public conveniences and would be delivered to a timescale that would suit the redevelopment of the bus station site.

Neighbours notified

In addition to posting a site notice and press advertisement, 175 individual letters of notification were sent to properties at Station Road, Aldershot Railway Station, Ascot Court and Kingsley Court, Windsor Way. These written notifications have included all properties adjoining the application site.

Neighbour comments

A total of 19 representations have been received, mainly (16) from addresses (except one) within the Borough that are not in proximity to the application site. 12 representations from the occupiers of 55 St. Michaels Road, 22 Lysons Road (twice), 21 Edinburgh Court (Queen Elizabeth Drive) (twice), 454 Pinewood Park Farnborough, 43 Coronation Road, 200 Holly Road, 2 Chestnut Court (North Lane), 49 and 66 Kingsley Court (Windsor Way) and Aldershot Civic Society raise objection to the proposals on the following summary grounds:-

- (a) the proposed building design makes no effort to fit in with, or enhance, the Victorian character and heritage of Aldershot and properties nearby, particularly the adjacent Railway Station building;
- (b) The proposed development would be too large, too contrasting and too fussy in appearance;
- (c) The location requires a quality design rather than the bland proposal that is offered – the Council should only accept the best if it is serious about improving Aldershot;
- (d) The proposals should meet the objectives of the Council's adopted planning policies;
- (e) No affordable housing is being provided by the proposed scheme – despite the valuable location next to the railway Station : this is unacceptable;
- (f) The whole Railway Station area needs to be considered as a whole rather than on a piecemeal basis. The proposals for the regeneration of the Railway Station forecourt should be finalised before this scheme is considered;
- (g) There is no need for any more retail floorspace in Aldershot – there are already many vacant retail units. It is feared that the proposed development will be another 'white elephant' for Aldershot. The indicated launderette seems like a good idea, but most people have their own laundry facilities nowadays;
- (h) There are already too many flats provided in Aldershot – no more are needed;
- (i) What will happen to the buses without a Bus Station? What alternative provision to replace the Bus Station is to be made and maintain (and assure) inter-connectivity of bus routes/timetables with those of train services? The occupier of 66 Kingsley Court comments that the proximity of the bus station was one of the reasons why they

moved to Kingsley Court and they may not be able to get out and about as much if the Bus Station is lost;

- (j) Where will taxis be accommodated within the re-modelled Railway Station forecourt area? [*Officer Notes: the proposals the subject of the current application do not relate to the Railway Station forecourt area : this is land adjoining but outside the application site in separate ownership for which proposals are in preparation. Disruption caused temporarily as a result of construction works cannot be taken into account in determining planning applications*];
- (k) Poor living environment : The proposed flats are poorly designed and too small. Who would want to live above commercial units due to the noise and poor air quality, train noise etc?; and
- (l) The proposed scheme would not benefit the people of Aldershot.

Three representations, from the occupiers of 28 Highland Road, 1 York Crescent and 27 Harvey Road Farnborough are stated to be neutral. These representations ask questions concerning the provision of a replacement bus station, the design and external finishing of the proposed development and the lack of affordable housing within the scheme.

Four representations, from the occupiers of 12 Church Road, 232 Woodland Walk, 75 Ascot Court and the applicant express support for the proposals. It is considered that the proposals will help improve the public realm outside Aldershot railway station. The design is considered to be good and to provide a worthy “statement” building at this entrance into the Town. The only representations from a property directly adjoining the application site are made by the occupier of 75 Ascot Court. They describe experiencing high levels of noise and poor air quality as a result of the operation of the adjoining Bus station. They consider that Aldershot badly needs a new development on this site.

The applicant explains that the application has been submitted to assist Rushmoor with their proposed regeneration plans for the area surrounding the Railway Station. It is considered that the proposed development would improve the area in terms of appearance, air quality and the provision of housing. Furthermore, it is understood that the bus operators currently using the Bus Station (Stagecoach) would be provided with newly-erected stands on Station Rd in the same vicinity and, as a result, there would be no loss of bus services or bus inter-connectivity with the Railway Station.

Policy and determining issues

The site is located within the built-up area of Aldershot. The adjoining original central portion of the Railway Station building is identified by the Council as a Building of Local Importance (BOLI) : a locally designated heritage asset. However, the application site is neither located within a Conservation Area nor adjoining a statutory listed building.

Adopted Rushmoor Core Strategy (November 2011) Policies SS1 (The Spatial Strategy), SP3 (Aldershot Town Centre), 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 to be replaced by the emerging New Rushmoor Local Plan (2014-2032). In this respect, saved Local Plan Policies ENV16 (general development criteria), ENV28 (BOLI), TR10 (highways considerations), OR4/OR4.1 (public open space) and H14 (amenity space) are 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.

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; 'Buildings of Local Importance' adopted in March 2012; "Aldershot Town Prospectus" (adopted January 2016) and "Parking Standards" adopted in November 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.

In this context, the key determining issues are considered to be:-

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

Commentary

1. Principle -

The proposals seeks to re-develop private-owned commercial property in a central urban location close to Aldershot Town Centre and immediately adjoining Aldershot Railway Station. The current tenants occupying the site, the bus operators Stagecoach, have advised their landlords, the Applicants, that they no longer require the use as a bus station and, as elsewhere, they will continue to operate bus services using bus stops in the main provided on public highway land. The emerging proposals for the regeneration of the Railway Station

forecourt and environs would incorporate new bus stops for this purpose. The Bus Station is not used for maintenance of buses: Stagecoach continue to use a Bus Depot in Halimote Road for this purpose. The Bus Station land is therefore surplus to requirements. There are no planning policies that seek to retain the bus station.

In identifying the Railway Station area as a “Public Realm Investment Opportunity” “framed by new buildings on either side” within the “Aldershot Town Prospectus” SPD, the application site is envisaged as being re-developed with a new building. The Council’s Regeneration Team have advised that the proposals for the adjoining Railway Station forecourt area are funded and expected to move forward within a timescale commensurate with the proposed development forming the current planning application. The Station forecourt regeneration scheme will include the provision of bus stops to serve the station routes, the provision of a new bus layover within the town centre and enhancements to the public realm. Proposed improvements to Windsor Way would also see the introduction of public conveniences within highway land there. As a result the emerging regeneration proposals would address the loss of both the existing bus station facility and the public conveniences and would be delivered in a timescale that would suit the redevelopment of the bus station site.

The proposed development is seeking to make more efficient use of previously developed land, which 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 (railway sidings and possible use as a goods yard), 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 Council’s Contaminated Land Officer advises that a full intrusive site investigation will be required to identify if there are any risks association with ground contamination. No objection is raised subject to the imposition of planning conditions to require further site investigation work to be undertaken and for any remedial works to be implemented and verified as appropriate. It is, however, stressed that the site investigation should be undertaken and reported prior to construction starting as the results may impact upon the design of service connections and foundations, or require the installation of gas protection measures.

In the circumstances, Given that bus stop facilities are to be re-provided in the vicinity of the Railway Station as part of the public realm improvements works, it is considered that the proposals, involving the provision of new residential units and some small-scale ancillary retail outlets, are acceptable in principle; subject to all usual development management issues being satisfactorily addressed.

2. Design and Visual Impact including impact upon trees –

The site is not located within a Conservation Area and is not located adjoining or in the vicinity of a Listed building. The appropriate test for the consideration of impact upon the character and appearance of the area is whether or not the proposed development would cause material harm to the character and appearance of the area as a whole to such an extent that this could justify and sustain refusal of planning permission.

The vicinity has a mixed, densely urban character, with a variety of land uses and buildings of different types, ages, external materials and extensions and alterations. In this context, the existing bus station building is a modern design and adjoins larger blocks or residential flats

also of modern design. The bus station does not contribute positively to the character and appearance of the locality. The application site is located in a prominent position within the Town and is passed at close quarters by many people daily. This site is in need of regeneration.

The proposals offer the opportunity to transform the visual appearance of the site, with the construction of a new building using modern external materials and finishes. Although the proposed new building is of significant mass and height, this is considered appropriate to its surroundings, which includes buildings of comparable scale and height. It is considered to be of an acceptable design and would not be overly tall or overbearing in appearance, given that buildings of similar scale and height already exist in the vicinity. The external design, detailing and indicated external materials is considered to be appropriate. The design of the proposed building has been criticised in the objections for either being bland or too fussy; and for not seeking to reflect the Victorian heritage of the town. However, since the character and appearance of the area is mixed, it is not considered that it would be reasonable or appropriate to insist that the design should follow a Victorian design theme. The proposed development has design cues that are mainly gleaned from nearby modern residential developments that also make a significant contribution to the established visual character and appearance of the area. This is considered to be an appropriate approach in the circumstances.

It is considered that the building design would have variety and interest. The design is conventional and quality external materials can be ensured through imposition of a suitably-worded planning condition. The provision of balconies and the proposed first floor communal amenity areas would also provide additional interest to the elevations of the building. Whilst it is accepted that the communal area is unlikely to be extensively planted, it is considered that some landscape planting is possible with the proposed scheme, which is a rarity with urban site developments such as this. Notwithstanding the objections, it is considered that the proposed development would have an acceptable appearance that would improve the visual amenity of the area, and integrate sympathetically with its surroundings.

The adjoining Railway Station forecourt area contains a number of trees the subject of a Tree Preservation Order. The Council's Arboricultural Officer considers that none of these trees would be materially and adversely affected by the proposed development subject to the usual tree protection conditions being imposed.

It is considered that the scheme would have sufficient qualities to improve the visual appearance of this site and is thereby considered acceptable in visual terms.

3. Heritage Impact –

Although not statutorily listed, the original core of the adjacent Railway Station building is identified by the Council as a Building of Local Importance (BOLI) according to the Council's adopted BOLI SPD : reference LL5077. A BOLI is a non-statutory heritage asset. Saved Local Plan Policy ENV28 states that the Council will not permit development that 'would physically damage a building or feature of local historic importance, or adversely affect its setting'. The Council's published Survey and Photographic Log for the building states that the application property is identified by the Council as a BOLI because it is (a) a "building dating from between 1840-1914 that has definite quality and character" [BOLI Criterion B]; (b) has "landmark value that contributes to the image of the area" [BOLI Criterion H]; and (c) is a building that has been documented in recognised heritage publications [BOLI Criterion K]. These criteria, together with the description on the Survey sheet, identifies the elements of

the property from which the significance of the non-designated heritage asset can be derived and assessed. The Survey description is as follows:-

“Train Station. 1870. Buff brick with natural slate roof. 2-storey, originally symmetrical plan; 9 windows flanked either side by single storey ranges enclosing station platforms (probably later additions). Central 4-window range flanked by projecting 2 window bays with hipped roofs. Buff brick in English bond. Semi-circular arched window openings with 2-over-2 horned sashes with rubbed brick surrounds. 7 out of 9 first floor windows are boarded-up (at time of survey) – Sept 2010). Double-door entrance with fanlight above. Tall brick stacks corbelled to top. Long canopy (a later addition) extends north.”

The Survey sheet also records the historical context of the building as follows:-

*“Built for the London and South Western Railway in 1870.
A good example of the building type despite some detrimental later alterations such as an extension to the north and a canopy which has partially destroyed the symmetry of the principal non-trackside elevation.
This building is included on the Listed of Buildings of Local Significance due to its high evidential, historic, aesthetic and community values.”*

From this it is clear that the main significance of the BOLI lies in its age; evidential and community recognition, and visual appearance as a local landmark that retains some original features.

In terms of the consideration of development proposals affecting BOLI, the BOLI SPD largely concentrates on the consideration of proposals involving the BOLI itself; i.e. extensions and alterations. With respect to proposals relating to adjoining or nearby sites to a BOLI the SPD requires that the setting of the BOLI be safeguarded/enhanced and not compromised. In this respect it is considered that the requirements of the BOLI SPD are met by the proposed development.

4. Impact on Neighbours –

The application site has different neighbours on each side, although most are on the opposite side of streets adjoining the site. To the north and west are the only neighbours that actually adjoin the site, blocks of residential flats at Ascot Court. On all other sides the application site does not directly abut neighbouring properties. All of these nearby properties are non-residential. The sheltered flats at Kingsley Court are on the far side of the Railway Station car park. It is not considered that any of the adjoining flats at Ascot Court would be subject to a material and harmful loss of privacy. Although some of the Ascot Court flats are to the north of the application site, they would not be subject to any material loss of light or outlook. It is considered that the resulting relationships between the proposed development and Ascot Court flats would be conventional and typical of an urban environment such as this. As noted by a representation in support of the proposals from an occupier of a flat at Ascot Court, the removal of the bus station use of the site would reduce noise levels and improve air quality in the vicinity.

No neighbouring residential dwellings would be subjected to material and undue impacts as a result of a combination of the designed orientation and degree of separation of the proposed development from these neighbours. It is considered that the proposed development would have acceptable relationships with neighbours in planning terms.

The demolition and construction phases of the proposed development have the potential to cause significant noise, vibration and dust emissions which could impact on the amenities of existing nearby residential properties. Environmental Health have therefore recommended that a Demolition and Construction Method Statement be submitted prior to ground works commencing setting out measures to be employed to minimise noise, vibration, dust and other emissions from the site.

5. Living Environment Provided –

All the proposed flats would provide accommodation meeting or exceeding the Government minimum internal floorspace standards appropriate for their level of occupancy. The proposed development would also provide some private amenity space in the form of balconies and terraces and some on-site communal terrace amenity space at first-floor level. 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. Whilst objections have been raised on the basis that it is undesirable to place residential flats above commercial uses, this arrangement is not at all unusual within the Borough and nationwide. 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.

6. Highways Considerations –

The existing Bus Station use clearly generates significant traffic movements to and from the site and, indeed, these traffic movements with buses are likely to continue in the vicinity given the location of the site adjoining the Railway Station. It is the consequence of the location of the site being in the vicinity of a transport hub within the town. Nevertheless, it is considered that no Transport Contribution can be justified in this case given that the proposed development is likely to generate less traffic movements than the bus station use.

The proposed development makes provision for on-site parking for the proposed residential flats at a level and arrangement that the Highway Authority (Hampshire County Council) considers to be acceptable. It accords with the Council's adopted parking standards. The proposals would continue to use the existing vehicular entrance and there would be no loss of existing on-street parking spaces or road-space outside the application property. Although no on-site parking can or would be provided in respect of the proposed commercial units it is considered that this is acceptable having regard to the sustainable central location of the site. It is considered likely that the proposed commercial units are most likely to be frequented by customers using public transport.

Arrangements for servicing of the commercial units, cycle parking and the storage and collection of refuse and recycling from the proposed development are identified with the application and are all considered satisfactory.

Although the construction and other impacts of the implementation of a planning permission cannot be taken into material account in the determination of a planning application, given the important location of the site in a central position within Aldershot, it is considered appropriate that a condition be imposed requiring the preparation and submission to the Council for approval (as appropriate) of a Construction Management Plan.

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

7. Affordable Housing –

Core Strategy Policy CP6 requires provision of 35% affordable housing with developments of 15 or more net dwellings subject to site viability. Emerging New Rushmoor Local Plan Policy LN2 requires provision of 30% affordable housing with developments of 11 or more net dwellings, also subject to viability. The requirement for the Council's affordable housing policies to be subject to viability arises from clear Government guidance that requires this to be the case.

The application is accompanied by a Viability Assessment carried out on behalf of the applicant making the case that the current proposals cannot sustain affordable housing provision on viability grounds. 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.

As any planning permission granted on this site would be valid for a one year and could take some time to build-out thereafter, 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.

This means that, should the development be incomplete three years after commencement, and the financial return from the scheme be found to have increased substantially, an appropriate financial contribution would be made to the Council towards the provision of affordable housing elsewhere in the Borough. This would be up to the ceiling of the equivalent of the full 30% provision (10 dwelling units) sought by Policy LN2.

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.

8. 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 32 net new residential flats close to Aldershot 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 respect, the Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy comprises two elements. Firstly, the provision 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 provision of a range of Strategic Access Management and Monitoring Measures to avoid displacing visitors from one part of the TBHSPA to another and to minimize the impact of visitors on the TBHSPA. The proposal meets the criteria

against which requests to allocate capacity at the Rowhill Copse SANG will be considered. In accordance with the strategy, the applicant has agreed to make a financial contribution of £147,265.00 to provide and maintain the SANG at Rowhill Copse (comprising £132,730.00 SANG and £14,535.00 SAMM contributions) that is to be secured by way of a s106 planning obligation. Subject to the necessary s106 Agreement being completed in this respect, the proposals would have an acceptable impact on the Thames Basin Heaths Special Protection Area in compliance with the requirements of Core Strategy Policies CP11 and CP13.

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 have satisfactorily mitigated for 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. Accordingly it is considered that planning permission can be granted for the proposed development on SPA grounds.

According to the submitted Biodiversity Checklist the application property has negligible biodiversity interest. The Ecology & Biodiversity Officer agrees with this conclusion and raises no objections to the proposals on biodiversity grounds. In this respect, it is noted that the proposals would introduce some landscape planting such that the scheme would increase the potential biodiversity value of the site.

9. Drainage Issues –

Core Strategy Policy CP4 requires all new buildings and the development of car parking and hard standings to incorporate Sustainable Drainage Systems (SUDS). The site is located on land at least risk of flooding and, as existing, the site is entirely hard-surfaced and reliant on off-site surface water drainage. The applicants indicate that a SUDS system would be incorporated into the development, however no details are provided in this respect at this stage. The Lead Local Flood Authority (Hampshire County Council) has, therefore, identified the information and details that would need to be provided. It is considered that it would be appropriate in the circumstances of this case to impose a condition in this respect, by which the requirements of Core Strategy Policy CP4 would be met.

10. Renewable Energy and Sustainability –

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. 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.

11. 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 £52,925.00 towards the off-site provision of the POS comprising freshwater habitat improvement works at Manor Park, Aldershot (£27,626.86); playground refurbishment at Redan Hill Gardens, Aldershot (£20,587.82); and basketball court renovation at Manor Park, Aldershot (£4,710.32)] 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 no substantial harm to a non-statutory heritage asset, 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, CP6, CP8, CP10, CP11, CP12, CP13, CP15, CP16 and CP17 of the Rushmoor Core Strategy and saved Local Plan Policies ENV17, ENV28, TR10, OR4/OR4.1 and H14.

Full Recommendation

It is recommended that subject to the completion of a satisfactory Planning Obligation under Section 106 of the Town and Country Planning Act 1990 by 5 February 2019 to secure the following:-

- (a) A financial contribution of £147,265.00 towards the maintenance of SPA avoidance and mitigation;
- (b) A £52,925.00 Public Open Space Contribution; and
- (d) Financial viability re-assessment clauses in the event that the implementation and completion of the scheme is protracted and market conditions improve the value of the scheme;

the Head of Economy, Planning and Strategic 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 5 February 2019 the Head of Economy, Planning and Strategic Planning, in consultation with the Chairman, be authorised to **REFUSE** planning permission on the grounds that the proposal does not make satisfactory provision for public open space in accordance with Core Strategy Policies CP10, CP11 and CP12 and saved Local Plan Policy OR4; 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.

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. The permission hereby granted shall be carried out in accordance with the following approved drawings and details – ACCORD Architecture Drawing Nos. 1405.PL1100 REV.B; -1101 REV.B; -1102 REV.B; -1105 REV.B; -1110 REV.B; -1111 REV.B; -1112 REV.B; -1210 REV.B; -1211 REV.B; -1212 REV.B; -1305 REV.B; -1306 REV.B; -1307 REV.B; -1315 REV.B; -1316 REV.B; -1317 REV.B; -1320; -1400 REV.B; -1410 REV.B; RGP Drawing Nos.2016/3227/001 REV.C & -008; Design & Access Statement; Transport Statement; Biodiversity Assessment; And Economic Viability 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, 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 development 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 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 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. 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.

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

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

9. 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. *

10. 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.

11. No works shall start on site until existing trees adjoining the site have been adequately protected from damage for the duration of site clearance and works in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority. In this respect 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.

12. 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 unnecessary use of lighting at the site.

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

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

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

14. 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. *

15. 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.

16. No works pursuant to this permission shall commence until there has been submitted to and approved in writing by the Local Planning Authority: -
- i. a desk top study carried out by a competent person documenting all previous and existing uses of the site and adjoining land, and potential for contamination, with information on the environmental setting including known geology and hydrogeology. This report should contain a conceptual model, identifying potential contaminant pollutant linkages.
 - ii. if identified as necessary; a site investigation report documenting the extent, scale and nature of contamination, ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study.
 - iii. if identified as necessary; a detailed scheme for remedial works and measures shall be undertaken to avoid risk from contaminants/or gas identified by the site investigation when the site is developed and proposals for future maintenance and monitoring, along with verification methodology. Such scheme to include nomination of a competent person to oversee and implement the works.

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

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

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

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

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

18. The development hereby approved shall not be occupied until measures to protect the occupiers of the dwelling units within the development hereby approved from noise from the adjoining commercial units, railway and roads has been implemented in full in accordance with plans and details to be first submitted to and approved in writing by the Local Planning Authority.

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

19. The ground floor commercial units hereby permitted shall not be sub-divided into a total of more than 4 individual units of separate occupation.

Reason – Reason - In order for the Council to retain control over the future quantum of floorspace within the development, the nature of the use of the development, and in the interests of the amenities of neighbouring and adjoining residential property and the safety and convenience of highway users.

20. In the event of a ground floor commercial use being used for purposes falling within Use Classes A3, A4 or A5 the premises shall not be open to customers outside the following times:

Mondays to Saturdays: 0900 – 2400 hours;

Sundays: 0900 – 2300 hours.

Reason - To safeguard the amenities of neighbouring and adjacent residential occupiers.

21. In the event of a ground floor commercial use being used for purposes falling within Use Classes A3, A4 or A5 the use shall not start until an extraction system appropriate to the nature of any food to be provided to customers has been installed and brought into operation in full accordance with plans and details that have first been submitted to and approved in writing by the Local Planning Authority. The approved extraction system shall be operated thereafter at all times in full working order whilst the A3, A4 or A5 use is in operation, including during the preparation/cooking of food before or after customer opening times.

Reason - In order to protect the amenities of occupiers of adjoining and nearby residential properties.

22. No sound reproduction equipment, conveying messages, music, or other sound by voice, or otherwise which is audible outside the premises shall be installed on the site.

Reason - To protect the amenities of occupiers of adjoining and nearby residential properties.

23. No home delivery service shall be operated from any A3, A4 or A5 use occupying commercial units within the development hereby approved.

Reason - To protect the amenities of occupiers of the adjoining and nearby residential properties.

24. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 and Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting those Orders), the commercial units within the development hereby permitted shall only be used for Class A1 (retail shop) or A2 (financial & professional services) or A3 (café and restaurant) or A4 (public house) or A5 (hot food takeaway) or laundrette use.

Reason - To reflect the nature of the flexible use sought with the application.

25. No deliveries shall be taken at or be despatched from the commercial units hereby permitted outside the hours of 0700 and 2330 hours Mondays to Saturdays or 0800 to 1800 hours on Sundays.

Reason - To protect the amenities of occupiers of residential properties in the vicinity.

26. No goods or materials of any sort shall be stored, stacked or displayed in the open outside of the commercial building hereby permitted.

Reason - In the interests of visual amenity.

INFORMATIVES

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

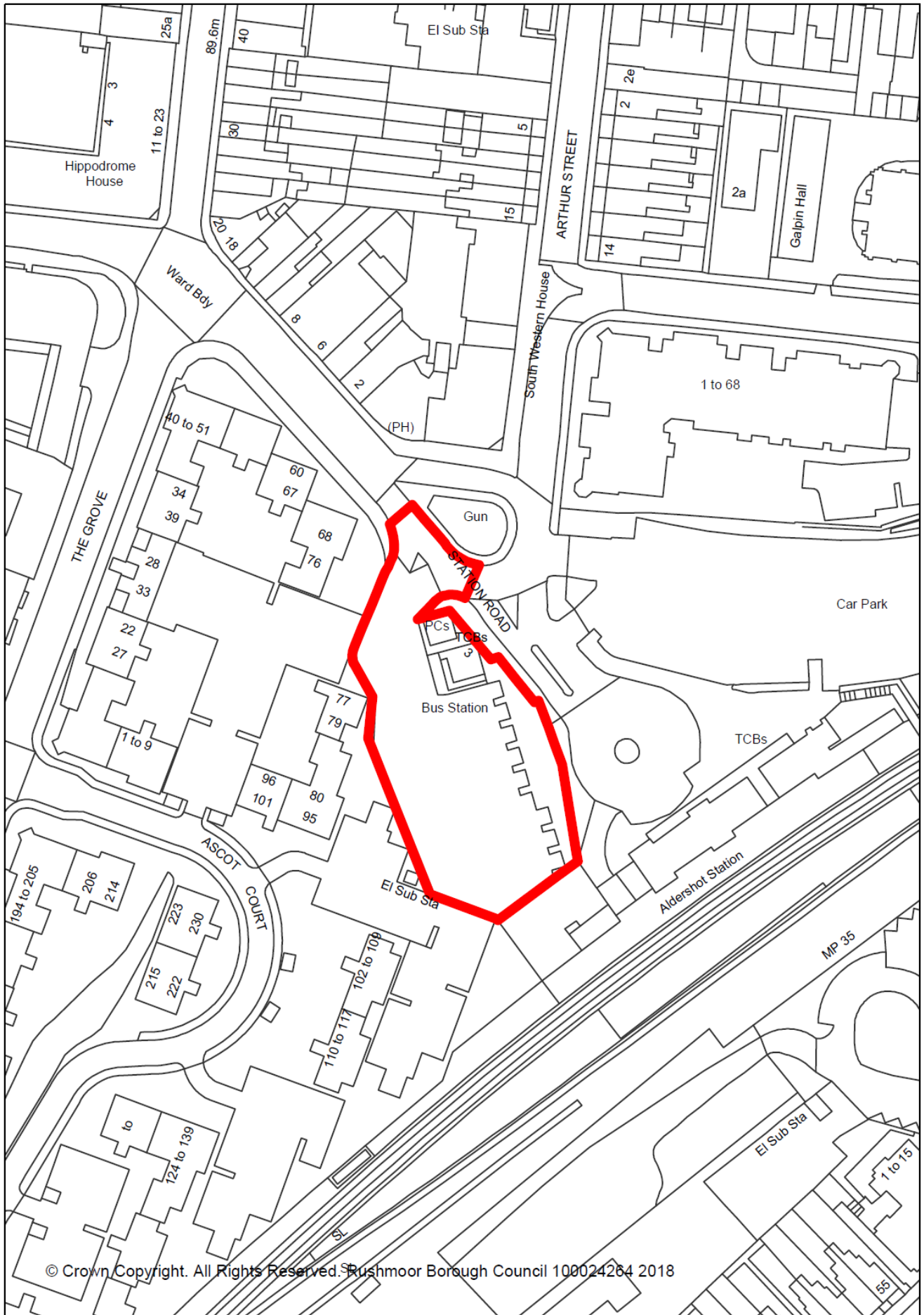
The proposals are considered acceptable in principle, would have no material and harmful impact upon the visual character and appearance of the area, give rise to no substantial harm to a non-statutory heritage asset, have no material and adverse impact on neighbours, would provide an acceptable living 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, CP6, CP8, CP10, CP11, CP12, CP13, CP15, CP16 and CP17 of the Rushmoor Core Strategy and saved Local Plan Policies ENV16, ENV28, 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 - 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.
- 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.
- 13 INFORMATIVE - The applicant is reminded that the commercial premises hereby approved should be made accessible to all disabled people, not just wheelchair users, in accordance with the duties imposed by the Disability Discrimination Act 1995. This may be achieved by following recommendations set out in British Standard BS 8300: 2001 "Design of buildings and their approaches to meet the needs of disabled people - Code of Practice". Where Building Regulations apply, provision of access for disabled people to the premises will be required in accordance with Approved Document M to the Building Regulations 2000 "Access to and use of buildings".



NOTES
 Use hybrid dimensions only. Site always only when a scale is provided. Dimensions are not to be used for construction. All dimensions are to be rounded to the nearest millimetre.

- Site boundary
- Site Ownership Demise
- ▨ Area to be upgraded by REC/South West Trains
- ▨ Area to be upgraded by Hampshire County Council

Material Key - Indicative

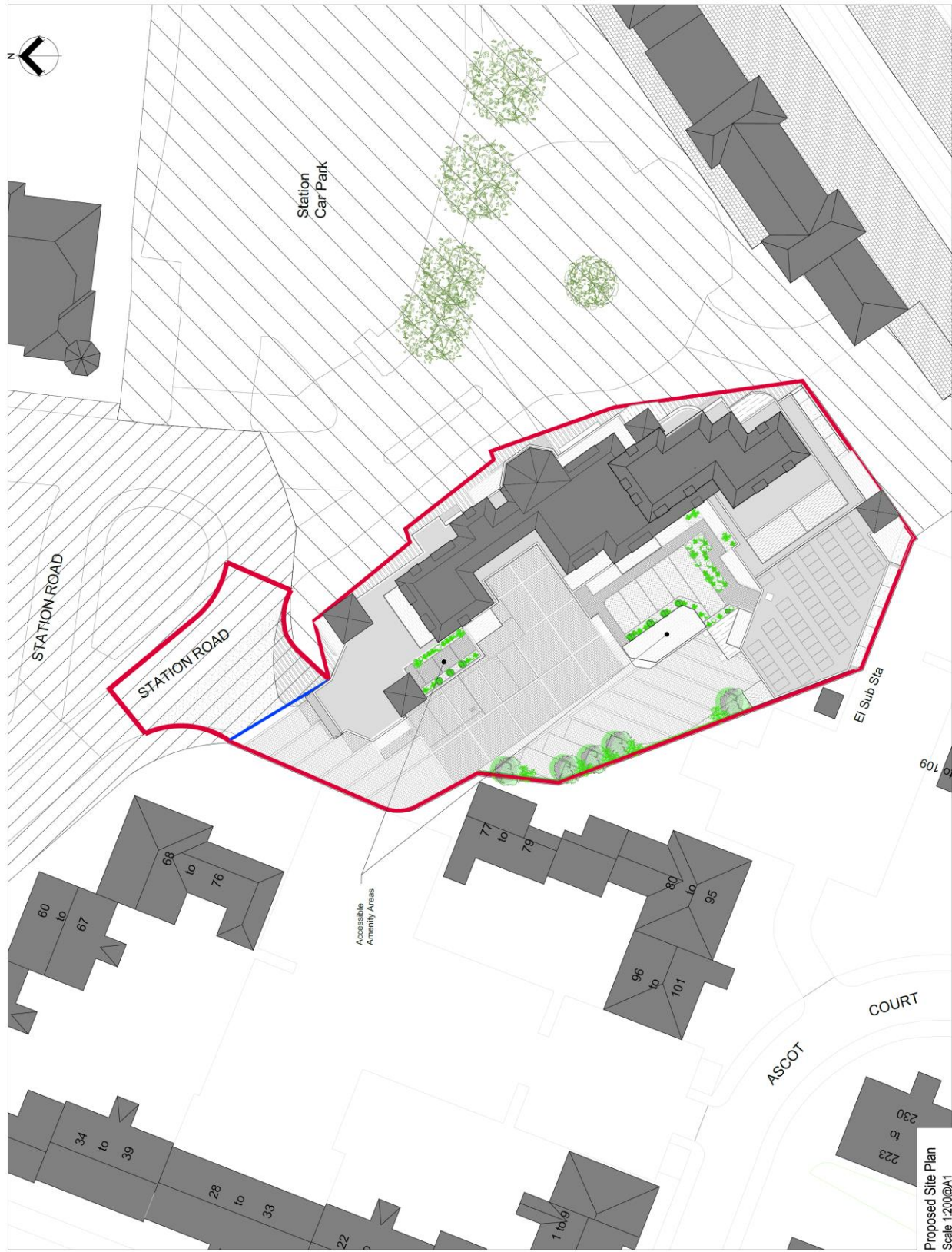
	Brick Paviour 1 Vehicle Movement & Car Parking
	Brick Paviour 2 Vehicle Movement & Car Parking
	Entrance Delineations
	Balcony / Patio Delineations
	Materials to be in with the Station Forecourt upgrade (to be by REC)
	Tarmac
	Pathway Delineation
	Solar Farm
	Car Parking Spaces
	Proposed Planting
	Grass
	Green Grow Wall
	Proposed Trees

B. 07.11.18 DK IP Updated to Site Plan
 A. 08.12.18 SB CM Minor Amendments

Revision: 01m 01st Description

PLANNING
 Applicant: Mr. Simon Gill
 Project: Aldershot Bus Station
 Proposed Site Plan
 Date of Application: July 2016
 Planning Officer: LB
 Reference: 1405/PL1110
 B

accord architecture
 1405/PL1110
 1405/PL1110
 1405/PL1110
 1405/PL1110



© 2016 ACCORD ARCHITECTURE

Proposed Site Plan
 Scale 1:200@A1

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NOTES

Use figure dimensions only. Scale drawings only when a scale is provided. Dimensions are to be rounded to the nearest millimetre. All dimensions are to be rounded to the nearest millimetre. All dimensions are to be rounded to the nearest millimetre.

Site boundary

Site Ownership Demise

Area to be upgraded by REC/South West Trains

Area to be upgraded by Hampshire County Council

Material Key - Indicative:

- Block Pavement 1 Vehicle Movement & Car Parking
- Block Pavement 2 Vehicle Movement & Car Parking
- Entrance Delineations
- Balcony / Patio Delineations
- Materials to be in with the Station Forecourt upgrade (to be by REC)
- Tarmac
- Pathway Delineation
- Solar Farm
- Car Parking Spaces
- Proposed Planting
- Grass
- Green Gown Wall
- Proposed Trees

B 07.11.18 DK IP Updated to Site Plan
 A 08.12.19 SB CM Minor Amendments

PLANNING

Mr. Simon Gill

Aldershot Bus Station

Proposed Ground & First Floor Plan

1:200

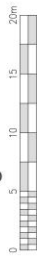
July 2016

1405-PL1210

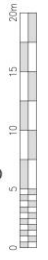
ACCORD architecture



Proposed First Floor Plan - Units 1 - 13
 Scale 1:200@A1



Proposed Ground Floor Plan
 Scale 1:200@A1



NOTES

Use figured dimensions only. Scale drawings only when a scale is indicated. Dimensions, area or omission to be reported to the architect in writing. All dimensions are in millimeters. Read the drawings with reference to the notes.



Proposed Second Floor Plan - Units 14 - 26
Scale 1:200@A1



Proposed Third Floor Plan - Units 27 - 32
Scale 1:200@A1



B 07.11.18 DK IP Updated to Site Plan
A 08.12.18 SB CM Minor Amendments

Rev/Date Description

PLANNING

Project: Mr. Simon Gill

Client: Aldershot Bus Station

Proposed: Second & Third Floor Plan

Date of Issue: July 2016

Issue No: LB

Revision: 1405.PL1211














Sheet: 8



NOTES

Use a signed dimension only. Scale drawings only when a scale dimension, error or amendment is required for the architect's information purposes. Keep the drawing area of interest.

Material Key - Indicative

-  Brick Paviour 1 Vehicle Movement & Car Parking
-  Brick Paviour 2 Vehicle Movement & Car Parking
-  Entrance Delineations
-  Balcony / Patio Delineations
-  Materials to be in with the Station Forecourt upgrade (Ibc by RBC)
-  Tarmic
-  Pathway Delineation
-  Solar Farm
-  Car Parking Spaces
-  Proposed Planting
-  Grass
-  Green Grow Wall
-  Proposed Trees

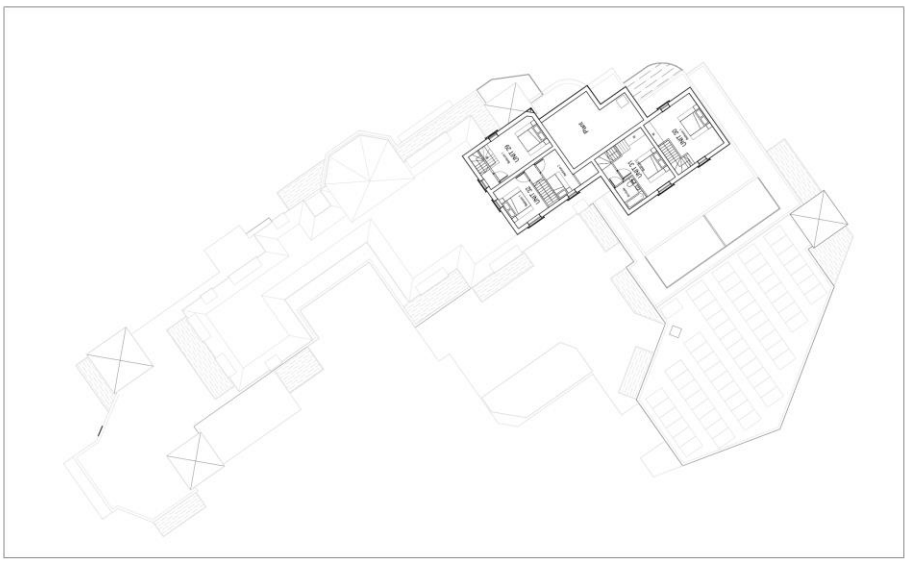
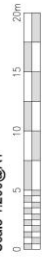
B 07 11 18 DK IP Updated to Site Plan
A 08 12 18 SB CM Minor Amendments

PLANNING

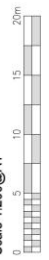
Client: **Mr. Simon Gill**
Project: **Aldershot Bus Station Proposed Fourth Floor & Roof Plan**
Date: 17/06/2018
Issue: July 2018
1405.PL1212
B



Proposed Roof Plan
Scale 1:200@A1



Proposed Fourth Floor Plan Units 29 - 32
Scale 1:200@A1





Proposed Street Scene A1
Scale 1:250@A1



Proposed Street Scene A2
Scale 1:250@A1

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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.	18/00683/FULPP
Date Valid	9th October 2018
Expiry date of consultations	8th November 2018
Proposal	Erection of extension to front of existing building to provide additional workshop area and a mezzanine office
Address	Unit 10 Springlakes Industrial Estate Deadbrook Lane Aldershot Hampshire GU12 4UH
Ward	North Town
Applicant	Camberley Rubber Mouldings Ltd
Agent	1995
Recommendation	Grant

Description & Relevant History

Unit 10 Springlakes Industrial Estate is the largest of ten light industrial units (3090 sqm floorspace) in a small estate on Deadbrook Lane to the rear (east) of the former Boots site. This now forms the housing development at Woodland Walk. The nearest units there are the house at No.147 and the block of flats at Nos.151-162. The portion of the Estate occupied by the application premises (Unit 10) and Unit 9 adjoins the rear garden boundaries of Nos.142-158 Field Way.

Planning permission for the Estate was granted in January 1988 (Ref.RSH03044/2), permitting use of the Units for either B1 or B8 purposes. Restrictions were placed on both the provision of additional floorspace and sub-division of the 10 units into smaller units. Planning permission was subsequently granted in July 2004 for the extension of existing mezzanine flooring, (04/00542/FUL).

Planning permission was granted to the current applicants in December 2013 for erection of a single storey rear extension (to the north-west of the building) to provide cover over an existing fenced compound used for external storage of goods 13/00807/FUL.

The current proposal is for the erection of an extension to the south-east elevation of the building facing the entrance into the Industrial Estate. The proposed extension would occupy

almost the entire width of the elevation of the building (29 metres) and project 6 metres from the existing elevation providing an additional 174 sqm of ground floor space. The proposed extension is shown to have the same roof eaves and ridge height at the existing building : 6.8 metres and 9 metres respectively.

It is indicated that the additional floorspace would be used as a workshop. The elevations would match the existing building. The extension would contain a roller shutter door and three personnel doors. A small office (measuring 6 by 4.8 metres) would be provided at first-floor level to the west side of the proposed extension with an internal vision panel looking down upon the workshop area below. This office would be linked to the existing mezzanine floor within the building. As amended by plans received on 20 November 2018, this office room would have a window solely in the west elevation.

The proposed extension would necessitate the loss of 10 existing on-site parking spaces, reducing the on-site parking from 85 to 75. There would also be an adjustment of the circulation arrangements within the adjoining parking area.

Consultee Responses

HCC Highways Development Planning	No highway objections. Adequate on-site parking would be retained for the existing and proposed floorspace of Unit 10.
Environmental Health	No objections subject to conditions.

Neighbours notified

In addition to posting a site notice and press advertisement, 31 individual letters of notification were sent to properties in Springlakes Industrial Estate, Field Way and Woodlands Walk, including all properties adjoining and opposite the application site.

Neighbour comments

A petition has been received from the residents of Nos.148, 150, 154 & 156 Field Way, properties backing onto the application site in the vicinity of the proposed extension. Objection is raised on behalf of the residents of Field Way on the following grounds:-

1. Loss of Privacy : the proposed extension would bring the factory building closer to the rear of Field Way properties and includes a window at first-floor level that would give rise to undue overlooking [Officer Note: amended plans received on 20 November 2018 delete the window proposed in the elevation facing towards Field Way properties];
2. Reduced quality of life: increased noise and smell would emanate from the site : this has already been the subject of nuisance complaints to the Council's Environmental Health Team;
3. Likely increase in intensity of the use of the site overall : more personnel, increase in shift patterns etc;
4. Loss of existing parking spaces on site as a result of the proposed extension likely to lead to increased overspill parking by employees on adjoining and nearby roads, causing further congestion and inconsiderate parking; and
5. The poor condition of existing mature trees adjoining the boundary of the application site with their properties. These have not been maintained, some are dying, and many overhang the boundary fence shared with Field Way residential properties. Some trees have fallen over in the past causing damage to the fences, which have had to be replaced and paid for

through residents' own insurance.

In addition to the petition, individual objections have been received from the occupiers of Nos.146 (twice), 148 (twice), 152, 154 (twice) and 158 Field Way. In addition to the points made with the petition as above, the following points are also made:-

- (a) The existing factory building is already sited close enough to the rear of neighbouring Field Way properties;
- (b) No problems with the proposed extension (No.158 Field Way) but any window to be provided at first-floor level should be obscurely glazed to prevent undue overlooking [Officer Note: the offending window has now been deleted altogether from the proposals];
- (c) No extractor fans should be fitted into the area of the application property facing towards Field Way properties due to the previous problems experienced with noise [Officer Note: the applicants have confirmed that no extractor fans would be installed in this elevation of the building and that the existing extractor fan is to be re-located to the roof of the building further away from neighbours];
- (d) Older people live in the neighbouring Field Way properties such that undertaking works with an 8.00am start is early enough. There should be no weekend working;
- (e) The factory is supposed to be closed at 5.00pm, yet odour nuisance occurs throughout the day and has been known to spread across the whole of the North Town area [Officer Note: there are no planning restrictions imposed in respect of the hours of use of the industrial premises within the Industrial Estate];
- (f) Unable to use rear garden when the odour nuisance occurs;
- (g) Employees can be heard in the adjoining car park area whilst on their breaks;
- (h) Cars regularly park to the side of the Estate access road;
- (i) The existing gas cabinet near the site is a potential fire hazard due to the build-up of fallen leaves [Officer Note: this cabinet is not on land owned or under the control of the applicants, and is a matter for Southern Gas Networks]; and
- (j) The current planning application should only be approved if a condition is imposed to require the applicants to undertake necessary works to the boundary trees [Officer Note: the tree issue raised by objections has no connection to the proposals the subject of the current planning application and, as such, it would be inappropriate to impose such a condition].

Policy and determining issues

The site is located within an employment 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), and CP8 (Supporting Economic Development); and saved Local Plan Policies ENV17 (general development criteria), ENV21 & 22 (access for people with disabilities) and ENV48 (environmental pollution & noise) are relevant to the consideration of the current proposals.

The Council's adopted 'Car and Cycle Parking Standards' (November 2017) Supplementary Planning Document (SPD); and the advice contained in the National Planning Policy Framework and Planning Practice Guidance are also relevant.

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. In this respect, emerging Policies SS1 (presumption in favour of sustainable development), SS2 (spatial strategy), IN2 (transport), DE1 (design in the built environment), DE10 (pollution) and PC1 (economic growth & investment) are potentially relevant. 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 main determining issues in respect of the proposed extension relate to the principle of the proposals, visual impact, impact on neighbours, highways considerations, drainage issues, renewable energy and sustainability, and access for people with disabilities.

Commentary

1. Principle -

The proposal is for the extension of existing commercial premises. Such proposals are supported in principle by past, present and emerging future Development Plan policies and Government guidance. The proposals are therefore considered to be acceptable in principle. This is, however, subject to the proposals being found acceptable in respect of the retail issues and all relevant normal development management considerations.

2. Visual Impact -

Although the proposed extension would be readily visible upon entering the Industrial Estate and from the Estate Road, it would be sympathetic to the design of the existing building, subservient in scale, and use matching external materials. Views of the proposed extension from Field Way would be softened and partially screened by existing trees and mature screen landscape planting provided when the Estate was developed. It is considered that the proposals are acceptable in visual terms.

3. Impact on Neighbours -

The Springlakes Industrial estate is a long-established light-industrial and/or storage & distribution commercial development subject to limited restrictions that adjoins residential properties. The development is not subject to restricted hours of use or in respect of servicing and deliveries etc. Nevertheless, the firms operating within the Estate are obliged to comply with Environmental Health and Nuisance legislation since activities considered to give rise to a Statutory Nuisance are potentially actionable with abatement notices should an operator fail to voluntarily resolve the matter.

It is considered that the immediately adjoining residential properties at Nos.142-158 (even inclusive) Field Way and some flats and houses at Nos.147 and 151-162 Woodlands Walk are the only neighbours that could conceivably be materially and adversely impacted by the proposed development.

In the case of the adjoining Field Road properties, these are all located beyond existing mature planted boundary screening provided when the Industrial Estate was constructed. The nearest corner of the Unit 10 building to the nearest neighbour is 30 metres from the rear of No.146 Field Way and includes a separation of 20 metres from the shared site boundary. The next nearest neighbouring property is No.148 Field Way, which is 31 metres

distant, including separation of 14 metres from the shared boundary. As proposed, the closest relationship with Field Way neighbours relates to No.148 Field Way, which would have a building-to-building separation of 28 metres, including a separation of 10 metres from the shared boundary. This is considered to be an acceptable relationship in planning terms. All other neighbouring Field Way properties would have greater separation. The proposed extension would be to the north-west of Field Way properties beyond existing mature boundary screening and no first-floor office window is now proposed in the facing elevation. It is considered that there would be no material and undue physical relationships with these neighbours.

The nearest Woodland Walk properties are on the opposite side of the estate road. No.147 is side on with a blank gable wall 22 metres from the proposed extension. The nearest flats in the block at Nos.151-162 Woodland Walk would be 27 metres distant at an oblique angle. Although the proposed extension would be visible from these neighbours, the proposed extension would be to the east and well separated. Although the amended proposals retain an office window at first-floor level facing Woodland Walk, it is not considered this would give rise to any material and undue loss of privacy due to the separation distance involved.

Neighbours at Field Way have also raised the issues of noise and odour nuisance in their objections. In the case of noise nuisance, it is understood that this has arisen over the summer months of this year as a result of an extractor fan installed to draw hot air out of the existing building which was fitted in the end elevation of the existing building nearest to Field Way properties. This gave rise to complaints to the Council's Environmental Health Team, who raised the matter with the applicants. As a result noise emissions were cut by reducing fan speed and operation. The current proposal would result in the portion of the building elevation containing the extraction fan being built over. The applicants have confirmed that the extractor fan would be re-located to a position on the roof of the existing building more distant from neighbours and that no extractor fan is to be installed with the new extension. It is considered that these measures will address the noise nuisance issue. Conditions can be imposed to ensure no further extraction equipment or other plant is installed on the proposed extension; and to require that the roller shutter door is only opened when the doorway is in use.

In terms of odour nuisance reported by objectors from Field Way properties, this is also a matter that has been investigated by the Council's Environmental Health Team. There has been no evidence that the odours reported actually emanated from the application premises. It was concluded that the odour issues reported came from processes being undertaken within the adjoining industrial premises at Unit 9. The Environmental Health Team pursued this matter with the occupiers and a new filtration/extraction system was installed. The Environmental Health Team are not aware that there are any further issues with odours emanating from Unit 9 since.

It is considered that there would be no material and adverse planning impact on neighbours in this respect.

4. Highways Considerations -

As existing, Unit 10 comprises 3,090 sqm of floorspace and has a total of 85 on-site parking spaces divided between areas to the front and rear of the building. This is provision of 1 space for every 36 sqm of floorspace, which is well within the maximum parking requirement for an industrial building set out in the Council's adopted Parking Standards SPD (November 2017) of 1 space/45 sqm of floorspace. Accordingly, although the proposed extension would

add 203sqm of floorspace and remove 10 on-site parking spaces, the retained provision of 75 spaces would still exceed the Council's maximum adopted requirement which would be 73 spaces. Notwithstanding the objections concerning the adequacy of on-site parking provision, the proposal would be policy compliant in terms of on-site parking provision. The Highway Authority (Hampshire County Council Highways) accordingly raise no objections to the proposals.

The consequential modifications to the internal layout are also considered to be acceptable.

In the circumstances it is considered that the proposals are acceptable in highways terms subject to a condition requiring retention of parking at the site.

5. Drainage -

Core Strategy Policy CP4 requires all new buildings and the development of car parking and hard standings to incorporate Sustainable Drainage Systems (SUDS). The site is located within Flood Zone 1, which is land at the lowest risk of flooding. As a result, the Environment Agency raise no objections as standing advice subject to and no mitigation measures are indicated as being necessary. This being the case, it is considered that there is no requirement under Policy CP4 for flood mitigation measures to be incorporated into the proposed development. The proposals do not result in any increase in hard-surfacing at the site since the area involved is already hard-surfaced; and the existing on-site drainage system is to be used. It is considered that the proposals meet the objectives of Policy CP4.

6. Sustainable Construction -

The proposals do not involve a major development for which the requirements of Core Strategy Policy CP3 would apply. As such, there is no requirement for the proposed extension to comply with sustainable construction standards. Furthermore, given the modest nature of the proposals it is considered that viability would be an issue and it would be unreasonable for the Council to require compliance in any event.

7. Access for People with Disabilities -

The proposed development should provide access for people with disabilities in accordance with Building Regulation requirements. It is considered that there is no reason why this would not be achievable with the current proposals.

8. Other issues : Maintenance of Existing Trees –

Whilst not a matter for consideration with the current proposals since it is a private property matter and not related to the proposed development, the applicants have responded to the matters raised by the objectors concerning the existing trees adjoining the boundary shared with Field Way neighbours. In this respect, the applicants confirm that the trees are within their ownership and that they inspect and maintain them. Field Way residents are invited to contact the applicants directly if they have any issues concerning the trees adjoining their properties.

Conclusions –

It is considered that the proposals are acceptable in visual and highways terms, and would have an acceptable impact on neighbours. Furthermore, it is considered that adequate

provision can be made for access for people with disabilities and that surface water drainage would be adequately dealt with on site. The proposals are therefore considered acceptable having regard to adopted Rushmoor Core Strategy Policies CP1, CP2 & CP4; saved Local Plan Policies ENV17, ENV21 & 22 and ENV48; and emerging New Rushmoor Local Plan Policies IN2, DE1, DE10 and PC1.

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 three years from the date of this permission.

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

- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings – Dawson Group Drawing Nos.4381G 00 REV05 GROUND FLOOR PLAN; 4381G 01 REV.03 SECTION; 4381G 04 REV02 MEZZANINE PLAN; 4381G 03 REV03 PROPOSED SITE PLAN; 4381G 08 REV00 CAR PARK EXISTING; 4381G 09 REV00 CAR PARK PROPOSED; 4381G 05 REV03 S-E ELEVATION; 4381G 06 REV04 S-W ELEVATION; 4381G 07 REV03 N-E ELEVATION; & 4381G 02 REV02 EXISTING SITE PLAN; BLUE JET 1:500; and BLUE JET 1:1250.

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

- 3 Construction of the following elements of the development hereby approved [the external walls, roofing materials, and window frames/glazing] 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 The roller shutter door in the extension hereby approved shall be kept shut except when being used for access to and from the building. No works that are audible at the facade of the nearest nearby residential property shall take place within the building whilst the door is open.

Reason - To protect the amenities of occupiers of nearby residential properties.

- 7 The parking spaces shown on the plans hereby approved shall be retained at all times solely for these purposes for the use of occupiers of, and/or visitors to, the property.

Reason - To ensure the provision and availability at all times of adequate on-site parking arrangements.

- 8 No sound reproduction equipment, conveying messages, music, or other sound which is audible outside the premises shall be installed on the site.

Reason - To protect the amenity of neighbouring properties.

- 9 No additional floorspace over and above the existing 3,090 sqm plus the 203 sqm hereby approved (including mezzanine floorspace) shall be provided and/or installed within the building hereby approved.

Reason - In order for the Council to retain control over the future quantum of floorspace at the site in the interests of the amenities of the area and the safety and convenience of highway users.

- 10 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 2015, (or any Order revoking and re-enacting that Order), no further windows, doors or openings of any kind (including in respect of the installation of plant and/or extraction equipment shall be inserted in the elevations and/or upon the roof of the development hereby permitted.

Reason - To protect the amenities of neighbouring residential properties

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

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

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

INFORMATIVES

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

It is considered that the proposals are acceptable in visual and highways terms, and would have an acceptable impact on neighbours. Furthermore, it is considered that adequate provision can be made for access for people with disabilities and that surface water drainage would be adequately dealt with on site. The proposals are therefore considered acceptable having regard to adopted Rushmoor Core Strategy

Policies CP1, CP2 & CP4; saved Local Plan Policies ENV17, ENV21 & 22 and ENV48; and emerging New Rushmoor Local Plan Policies IN2, DE1, DE10 and PC1.

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 - The applicant is reminded that the premises should be made accessible to all disabled people, not just wheelchair users, in accordance with the duties imposed by the Equality Act 2010. This may be achieved by following recommendations set out in British Standard BS 8300: 2009 "Design of buildings and their approaches to meet the needs of disabled people - Code of Practice". Where Building Regulations apply, provision of access for disabled people to the premises will be required in accordance with Approved Document M to the Building Regulations 2000 "Access to and use of buildings".
- 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 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 clear 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 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.
- 6 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.

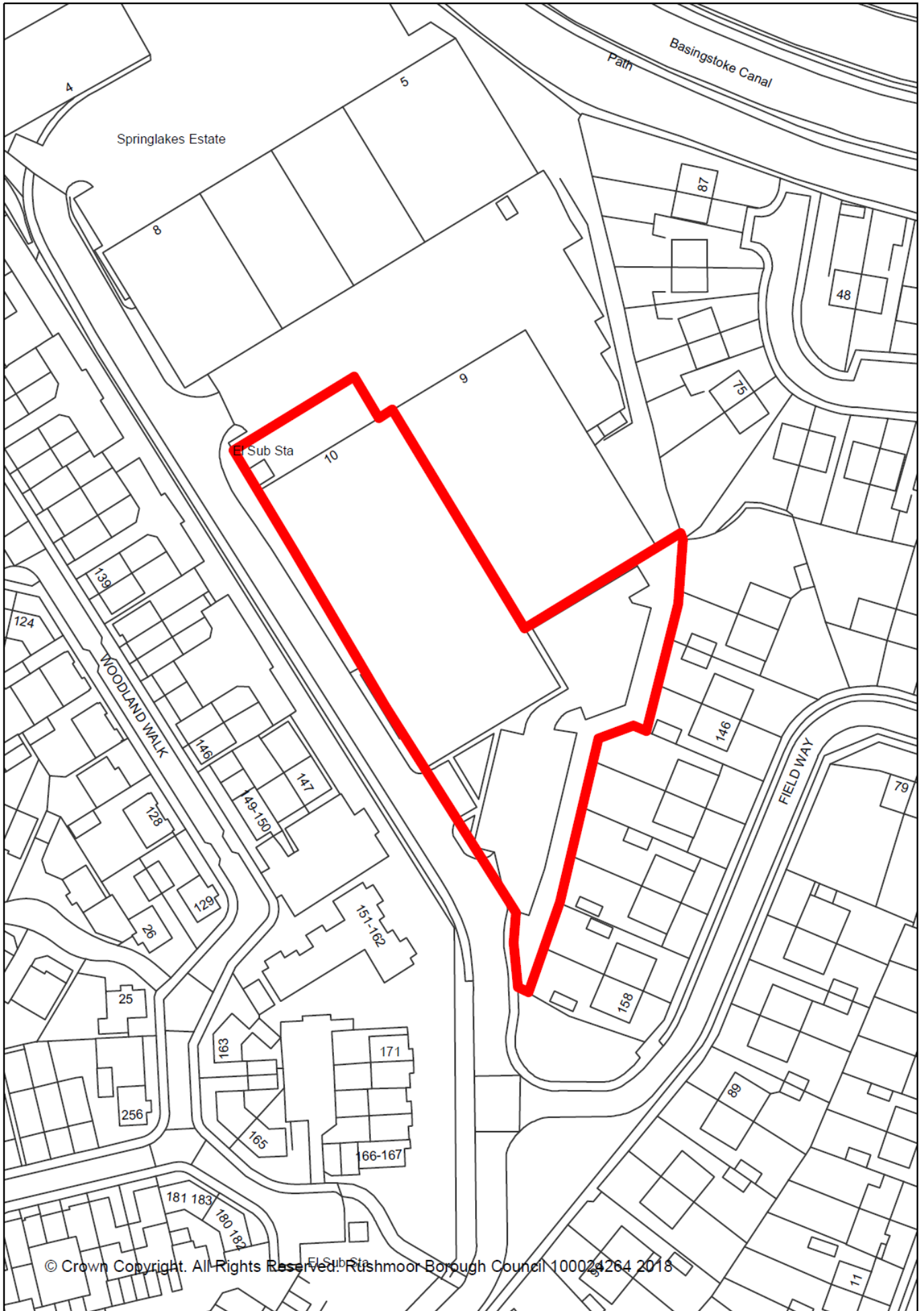
- 7 INFORMATIVE - Measures should be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway throughout the construction period.
- 8 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Operational Services for advice.
- 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 0800 316 9800.

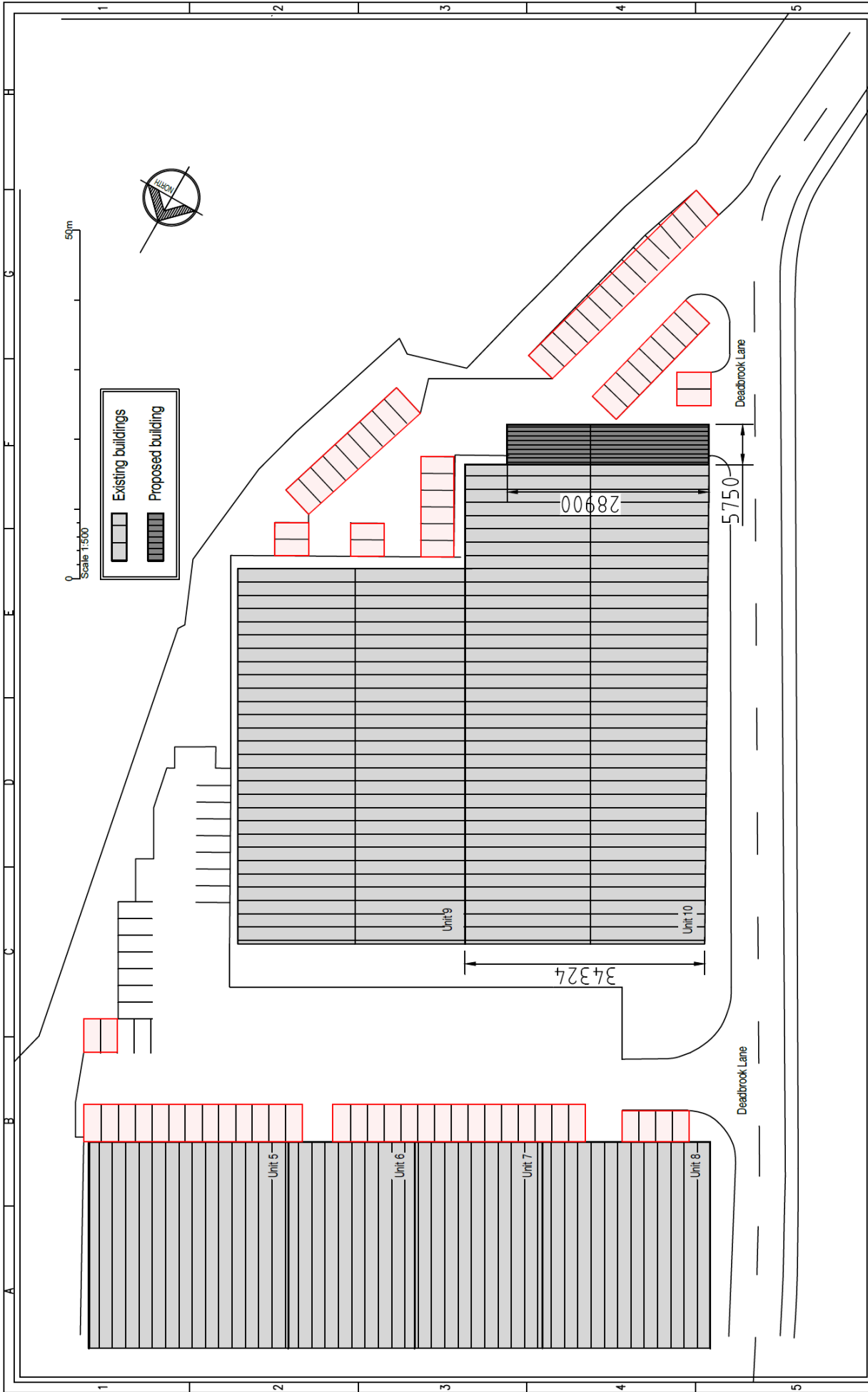
In respect of the requirements of Condition No.22 (Piling), Thames Water advise that you read their guide 'Working Near Our Assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email:

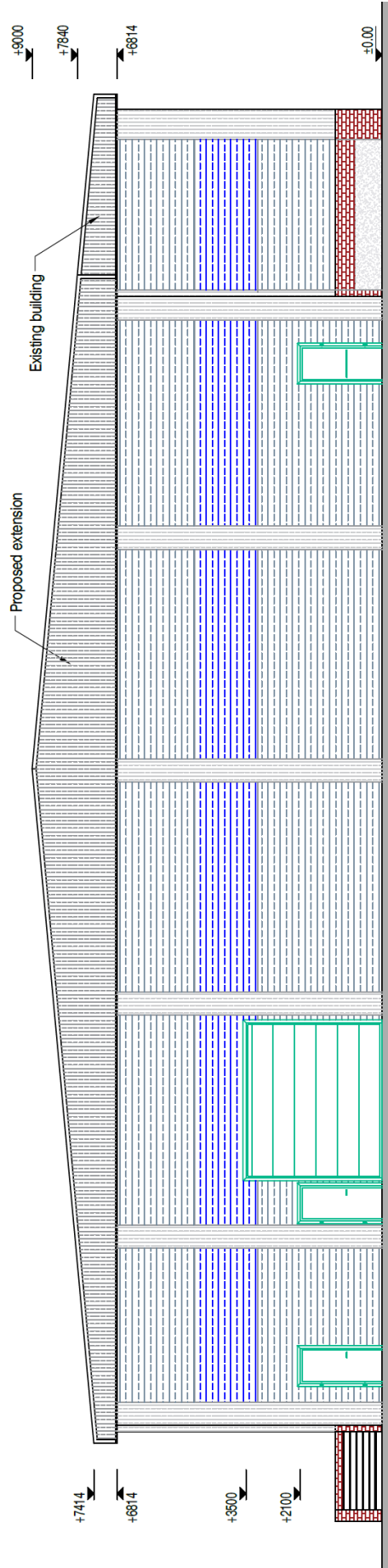
developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

- 10 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.
- 11 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.
- 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.



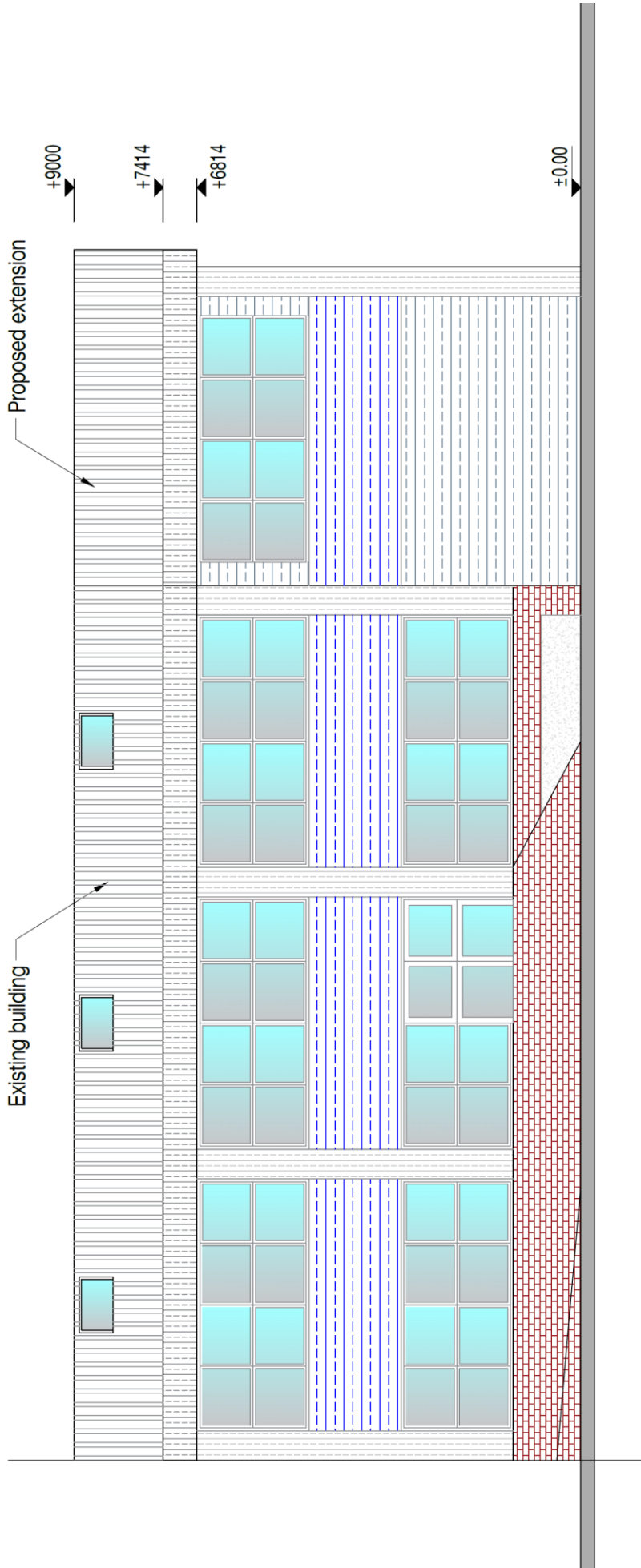


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	<p>Dawsongroup temperature control solutions</p>			



SOUTH - EAST ELEVATION

External cladding and roof profile to match existing



SOUTH - WEST ELEVATION

External cladding and roof profile to match existing

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 Web site : www.dgcs.co.uk

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No	Details	Date
	REVISIONS	

Client:
**CAMBERLEY RUBBER
 MOULDINGS LTD**

Project:
NEW WORKSHOP

Drawing:
PLAN VIEW

Drawing number:
4.381C 00 Rev05 Ground Floor Plan

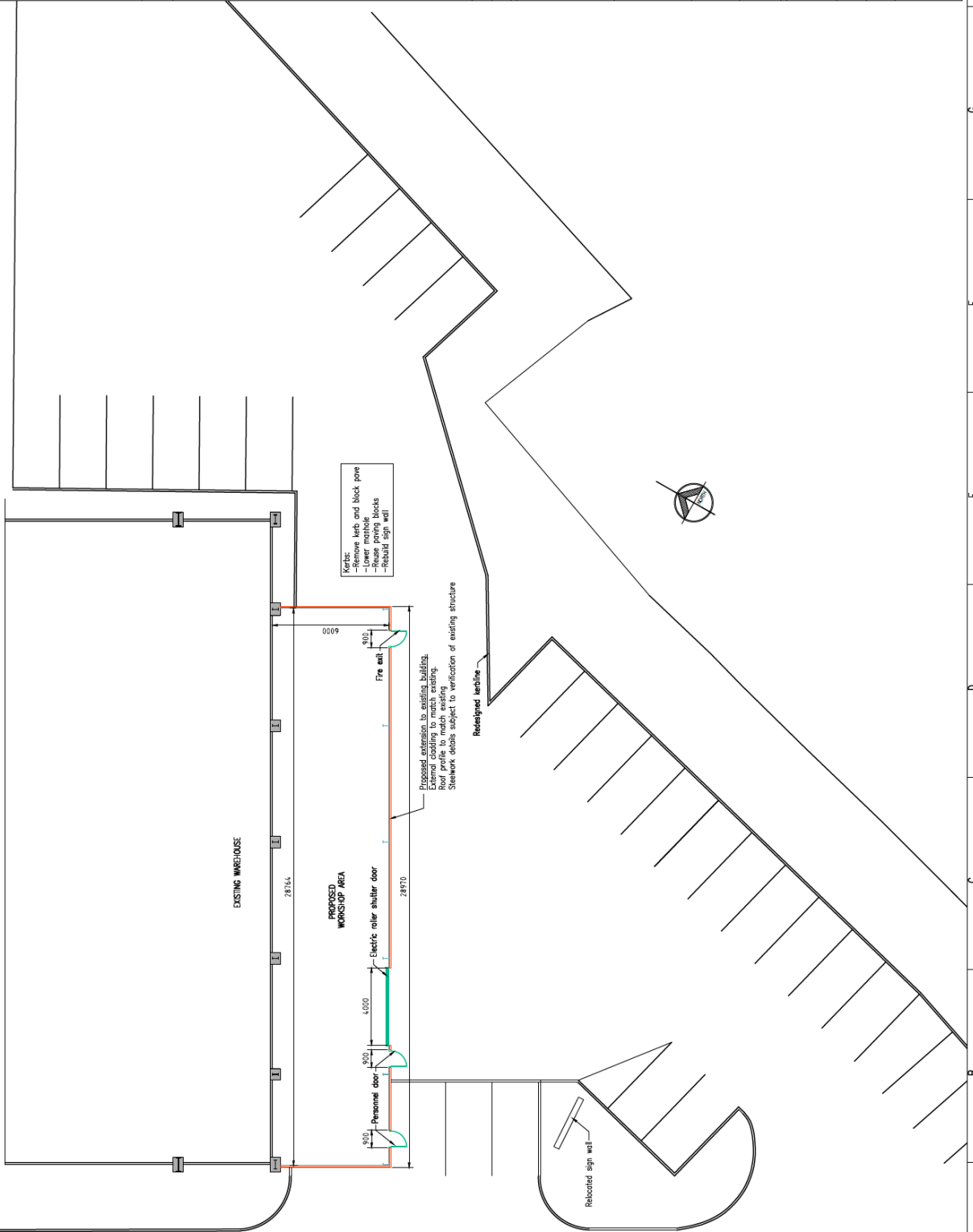
Drawing status:
PRELIMINARY

NOT SUITABLE FOR CONSTRUCTION

Scale:
1:100 (A1)

Drawn by:
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Date:
**CREATED: 05/09/2018 4:18 PM
 UPDATED: 14/09/2018 1:37 PM
 PRINTED: 14/09/2018 1:38 PM**



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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.	18/00709/FULPP
Date Valid	9th October 2018
Expiry date of consultations	6th November 2018
Proposal	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
Address	Hawley Yard, Land adjacent Green Hedges Hawley Road Blackwater Camberley
Ward	Fernhill
Applicant	Flavia Estates
Agent	Bell Cornwell LLP
Recommendation	Grant subject to s106 Planning Obligation

Description

This site is an irregular-shaped area of land with an area of 0.335 hectares. It is located off the eastern side of Hawley Road (A327), close to the Borough and County boundary. The site currently comprises a vacant plant storage yard ("Hawley Yard") previously occupied by Surrey Surfacing Co. Ltd. The application site also includes the majority of the adjoining cul-de-sac section of Old Hawley Road that also provides vehicular access (and street parking) for houses at Nos.1-4 Hillside Cottages and 1 & 2 The Hollies.

The site slopes gently from the west to the east. The site stands below the level of the current main Hawley Road roadway, which is screened by trees and hedgerow. The Yard portion of the site is roughly hard-surfaced and previously used for open storage of loose aggregate and road surfacing materials. There are some storage bins located along part of the north boundary. There are also some old ancillary buildings sited close to, and enclosing, the frontage of the Yard with Old Hawley Road. The site entrance is currently from the main Hawley Road via the Old Hawley Road cul-de-sac adjacent to No.1 Hillside Cottages.

To the east the site adjoins the rear garden boundaries of Nos.4 and 5 Bayford Close beyond an existing conifer hedge. A number of mature trees are located beyond the east and south

boundaries of the site within the garden areas of the neighbouring properties there. An existing foul sewer runs through the site from north-west to south-east. The north boundary of the Yard portion of the site is shared with the D & D Plant Hire site, which is an active commercial site used for the open storage of lifting cranes and other large plant equipment.

The current application is a fully detailed planning submission for the erection of 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. The proposed vehicular access would be re-located from its current position adjoining No.1 Hillside Cottages to a new position on the north side of the Yard frontage with the Old Hawley Road, where it would adjoin the boundary with the D & D Plant Hire Yard. The access road within the site would run east from Old Hawley Road alongside the Plant Hire Yard boundary for most of the width of the Yard. A pair of two-storey semi-detached 2-bedroom houses (Plots 1 & 2) would front the south side of the access road adjoining the entrance from Old Hawley Road and back on to the side of No.1 Hillside Cottages. Plot 3 would adjoin to the immediate east of Plot 2 also fronting the new access road and backing onto the side of the rear garden of No.1 Hillside Cottages. As a consequence, this unit would be a 2-bedroom bungalow. There would then be a gap in the frontage of the proposed new houses facing the new site access road corresponding with the position of the sewer easement that crosses the land. Beyond this, continuing the frontage of the site access road would be a terrace of three two-storey two-bedroom houses (Plots 4, 5 & 6). The site access road then turns a right-angled corner to the south to the side of Plot 6 and runs across the site to the south boundary. Plots 7-10 are a row of detached three-bedroom houses fronting the site access road and backing onto the rear (east) boundary of the site adjoining the gardens of neighbouring properties at Nos.4 & 5 Bayford Close. The third-bedroom is incorporated into the Plot 7-10 houses by use of the roofspace as a second-floor with a small rear-facing dormer and Velux-type rooflights on the front roof slope.

It is indicated that the site access road could provide possible future access to both the north and south of the current application site : into (a) the Plant Hire Yard land and (b) land to the rear of Hillside Cottages and The Hollies respectively. However the possible development of these areas of land would have to be the subject of separate planning applications and, as such, the future use or development of these areas of land is not for consideration in the context of the current planning application. In this respect, it is noted that these areas of land are not declared to be currently in the ownership or control of the applicants.

All of the proposed houses would be provided with rear gardens containing storage sheds for bicycles. Each rear garden would have external pedestrian access. Parking of two parking spaces for each dwelling unit in the form of either on-plot forecourt spaces and car port spaces is shown to be provided. Plots 7, 8 & 9 are additionally shown to be provided with attached garages to the side, although these are not counted towards parking provision for these plots. Four visitor spaces are also shown to be provided in the proposed layout.

The plans show the proposed houses to be of conventional design and to have transverse-ridged pitched roofs. Conventional external materials, finishes and detailing are indicated.

The north boundary of the application site shared with the Plant Hire Yard, from the entrance onto Old Hawley Road to near the front of the proposed Plot 7 house is shown to be enclosed with a 3 metre high acoustic fence.

As with a previous application submitted in 2013 incorporating the land of the current application site, it is proposed to provide a properly constructed foot- and cycle-path link

between the end of the Old Hawley Road and the main Hawley Road opposite the front of No.2 The Hollies.

The application is accompanied by a Planning, Design & Access & Statement; a Flood Risk Assessment including a Surface Water Management Plan; an Arboricultural Impact Assessment; a Preliminary Ecological Appraisal (including an Extended Phase 1 Habitat & Protected Species Scoping Survey and a Preliminary Bat Roost Assessment); a Site Investigation Report; and a Noise Impact Assessment.

The applicant is preparing a s106 Planning Obligation to secure Special Protection Area SAMMS and Public Open Space financial contributions. Confirmation is awaited from Hart District Council that the applicants have obtained SPA mitigation allocated on the Bramshot Farm SANG.

Relevant Planning History

There is no planning history solely relating to the current application site. However there is planning history relating to the current application site in conjunction with the east portion of the neighbouring D & D Plant Hire Site. This additional land is also used for open storage purposes and contains a significant earthen bund partially abutting Cove Brook and a portion of the current application site boundary.

Outline planning permission was refused in respect of the larger area of land for the demolition of buildings and erection of 13 houses, garages, play area, vehicular access and estate road on a similar site, including land to the rear of Nos.1-4 Hillside Cottages, in December 2005 (05/00596/OUT) for the following reasons:-

“1 The proposal does not include the informal open space area and would prejudice the future provision of this area, contrary to Policy H3 of the Rushmoor Local Plan Review (1996-2011).

2 The proposed layout of the development is unsatisfactory in terms of the access and parking arrangements and the location of the play area, which is too close to dwellings and lacks adequate surveillance. The proposed layout does not meet the requirements of Policies ENV16 and TR8 of the Rushmoor Local Plan Review (1996-2011).

3 The proposal would result in properties lacking a reasonable residential environment by reason of noise and disturbance from the adjoining plant hire yard, contrary to Policies H4 and ENV16 of the Rushmoor Local Plan Review (1996-2011).

4 The proposal would create a plot severely overshadowed by an oak tree, the subject of a Tree Preservation Order resulting in future pressure to remove or prune the tree, contrary to the requirements of Policy ENV13 of the Rushmoor Local Plan Review (1996-2011).

5 The proposal would result in development lacking an adequate access onto the slip road and lacking safe pedestrian links to Hawley Lane. The proposal does not make provision for improvements to bus and cycle routes in Hawley Lane in accordance with the North Hampshire Transport Strategy. The proposal is, therefore, contrary to the requirements of Policy TR8 of the Rushmoor Local Plan Review (1996-2011).

6 The proposal fails to make adequate provision for public open space in accordance

with Policy OR4 of the Rushmoor Local Plan Review (1996-2011)."

Although an appeal was subsequently lodged against this refusal, this was withdrawn in June 2006.

Planning permission was then refused by the Development Management Committee in October 2013 for a fully-detailed planning application (13/00516/FULPP) relating to the same larger area of land for the erection of a total of 14 dwellings, this time for the following reasons:-

"1 The proposal does not include provision of open space and would prejudice the future provision of this. The proposed development would therefore fail to address the impact of the proposed residential development on the adjoining countryside to the detriment of the character and appearance of the area contrary to the requirements of saved Local Plan Policy H3. The proposal is thereby also contrary to Rushmoor Core Strategy Policy CP2 and saved Local Plan Policy ENV16.

2 The proposal would result in properties lacking a reasonable residential environment by reason of potential noise and disturbance from the adjoining plant hire operation, contrary to Policies CP1 and CP2 of the Rushmoor Core Strategy and saved Local Plan Policies ENV16 and ENV51."

Other reasons for refusal (3, 4 and 5) related to the failure to secure s106 financial contributions in respect of SPA mitigation and avoidance, public open space and transport.

This refusal was subsequently appealed and the appeal dismissed by an Inspector's decision letter in February 2015, solely in respect of reason for refusal No.2 above. In respect of reason for refusal No.1, the Inspector noted that the appeal site would be mostly contained by existing development and viewed in the context of existing adjoining residential development. The Inspector concluded that the development would not encroach visually on the adjoining countryside. Whilst noting the Council's concerns that the partial re-development of the Rushmoor Local Plan Review (1996-2011) Policy H3 allocation may prejudice the provision of the open space element also required by the Policy, the Inspector considered that there was nothing within the wording of Policy H3 requiring a comprehensive re-development of the land. Additionally, having concluded that no visual harm to the character and appearance of the area would arise, there would be no reason to dismiss the proposal for not securing the provision of the open space element of the allocation in any event. The Inspector noted that the proposed development would remove a commercial use from the land benefitting the amenities of existing local residents and would not be in conflict with other Development Plan policies. Accordingly the Inspector did not agree with the Council's reasons for refusal No.1.

In respect of reason for refusal No.2, the Inspector noted that the new housing would be located in proximity to the unrestricted plant hire commercial activities on the adjoining land to the north and west (currently continuing to be occupied D & D Plant Hire), which can often involve early morning starts, and could increase in intensity in the future. Since it was proposed that new housing be located closer to the adjoining commercial yard than is currently the case with existing residential neighbours, the Inspector considered the appellant's proposal to provide a 2.5 metre high acoustic fence, but found that this would only be of any use in mitigating the impact when windows were closed; and for ground floor rooms in the proposed houses only. The Inspector considered that it was likely that noise from the adjoining Yard early in the morning would be particularly audible from bedrooms in

the proposed houses, and also to residents seeking to use their gardens, and be a source of annoyance and nuisance especially during the summer months. The Inspector therefore concluded that the proposed development would provide a poor living environment due to the proximity of the adjoining commercial yard; and found this issue alone decisive in the dismissal of the appeal.

An application (16/00707/EDCPP) seeking a Certificate of Existing Lawful Use for the use of "Hawley Yard" for repairing, maintaining and storing motor vehicles, plant and machinery for hire, contract or sale in association with the existing use of the adjoining land for the same purpose as that established by the Established Use Certificate 82/00022/EUC dated 5th January 1983 (relating to land at 'Green Hedges') was withdrawn in January 2017.

Consultee Responses

Environment Agency	No objections subject to conditions.
HCC Highways Development Planning	No highway objections following receipt of requested additional information, subject to condition.
Environmental Health	No objections subject to conditions and informatives.
Community - Contracts Manager	No objections.
Crime Prevention Design Advisor	No comments received within the consultation period, thereby presumed to have no objections.
Natural England	No objections subject to appropriate SPA mitigation and avoidance measures being secured.
Hampshire Fire & Rescue Service	No comments.
Hampshire & I.O.W. Wildlife Trust	No comments.
Lead Local Flood Authorities	More information required [<i>Officer Note : further information was submitted by the applicants on 22/11/2018 and LLFA re-consulted.</i>]
Parks Development Officer	Identifies Public Open Space projects on which a financial contribution could be spent.
Aboricultural Officer	No objections : no trees worthy of retention would be materially affected by the proposed development.
Ecologist Officer	Holding Objection : awaiting receipt of evidence that the applicants have paid the required SPA SANG financial contribution in respect of the Bramshot Farm SANG scheme to Hart District Council. Otherwise no objections subject to conditions relating to the submission of (a) details of measures to protect Cove Brook from contamination during

the construction of the proposed development; (b) details of a Sustainable Urban Drainage Strategy and on-going maintenance and management plan appropriate for the site and proposed development; and (c) details of a green infrastructure feature within the development as required by emerging New Rushmoor Local Plan Policy NE2.

Planning Policy

No planning policy objections : having regard to the 2015 appeal decision and the more recent proposed deletion of the saved Rushmoor Local Plan mixed residential development and open space allocation set out by Policy H3.

Thames Water

No objection : But notes existence of public sewer crossing the land.

Hart District Council

No objections.

Neighbours notified

In addition to posting a site notice and press advertisement, 27 individual letters of notification were sent to properties in Hawley Road, Bayford Close, Claydon Gardens and Ashbury Drive. These written notifications have included all properties adjoining the application site.

Neighbour comments

Objection to the proposals is raised by the occupiers of Nos.4 & 5 Bayford Close; Nos.2 & 4 Claydon Gardens; Nos.2 & 4 Hillside Cottage; No.2 The Hollies; and No.13 Fernhill Close on the following summary grounds:-

- (a) The scale and density of development proposed is too high and unacceptable;
- (b) The design of the proposed site layout is unacceptable. The design of the proposed houses is also poor : it is a horrid out-dated design, especially in respect of Plots 7-10, and would have a negative visual impact for neighbours and the area as a whole;
- (c) Some of the house designs look too cramped inside to accommodate modern families; and the parking spaces provided are not big enough for SUVs;
- (c) The proposed development encroaches into the strategic gap between Farnborough and Blackwater. The housing allocation for the land has now been removed : the site should be used to provide allotments instead;
- (d) In combination with the approval (despite huge local opposition) of development of 151 dwellings by Hart District Council at the nearby Hawley Farm Park site (on the opposite side of the main Hawley Road), the 10 additional dwellings of the current proposed development would further exacerbate existing problems with traffic generation, rat-running, inadequate infrastructure (hospitals, doctors, schools, sewerage are already overloaded, there are currently no bus services operating on Hawley Road), overspill parking etc. Approving Hawley Farm Park was a mistake : do not make another one. Further development in the area is not justified or needed;
- (e) The proposed development would be built on land that is floodplain : it is low-lying and Bayford Close has flooded in the past. Granting planning permission for the proposed development on this land would be highly irresponsible. Adjoining and nearby neighbours would be put at unacceptable risk of flooding and also incur higher home insurance costs.

- Who would compensate them for this (and also residents of the new houses) should flooding occur? Would residents (existing and proposed) be able to obtain insurance for flooding?;
- (f) The proposals would set an undesirable precedent for allowing the development of adjoining land also within the floodplain but is currently landlocked, likely to further exacerbate the impacts on existing neighbours and the locality, increasing flood risk etc. The developer should not be allowed to gain access to the further land - by not permitting the current proposals. It seems clear that the developer also hopes to develop the area of land to the rear of Hillside Cottages and The Hollies next – the developer at Hawley Farm Park has already done a similar thing [*Officer Note: the possible or intended future actions of developers in respect of adjoining land cannot be taken into account in considering planning applications : there are currently no proposals submitted to the Council for consideration in this respect. The Council must consider the current proposals solely in respect of their own relevant planning merits*];
- (g) Claims for the impermeability of the existing tarmac surfaces at the application site (which assist the applicants in demonstrating an improvement in ground permeability for the proposed development) are exaggerated;
- (h) Additional traffic and likely overspill parking causing even more congestion on Hawley Road. It is already a very busy road and not a good place for young children. It will be impossible to turn right out of the nearby Ashbury Drive side road. The Hawley Crossroads (Blackwater) are already over capacity on three arms at certain times of the day and there was significant queuing on Hawley Road when a section of Fernhill Road and Fernhill Lane were shut for roadworks in recent times;
- (i) The proposed development would further over-burden the existing access onto Hawley Road from Old Hawley Road causing increased risk of car accidents. This is already a dangerous hill-start junction on a bend in the road and there would be conflicts with the use of the access from the Hawley Park Farm development access located on the opposite side of the road;
- (j) Existing inadequate street parking in Old Hawley Road : existing residents have to park in front of the buildings at the application site at present – where will they park instead if the development goes ahead?;
- (k) Inadequate parking provision within the proposed development: this would be likely to lead to overspill off-site parking in the Hawley Road slip-road. The proposed visitor spaces within the scheme would quickly be used up;
- (l) Additional noise, disturbance, activity, disruption and inconvenience, including in combination with that already to come as a result of the Hawley Farm Park development : it is not fair that existing local residents are expected to endure even more [*Officer Note: the construction and associated impacts arising from the implementation of development cannot be taken into account in determining planning applications*];
- (m) Adverse impact on/loss of local wildlife (including statutorily protected species such as bats) due to the loss of green space and habitat and new street lighting. A lot of wildlife is regularly seen in the area : where will it go?;
- (n) Loss of/compromise to privacy and outlook of neighbours due to direct back-to-back overlooking and minimal screening and separation distances. The relationships between existing development at 4 and 5 Bayford Close and proposed Plots 7-10 are specifically identified. No.4 Bayford Close would be confronted with an overbearing wall of French doors and windows (including second-floor dormers) at the rear of plots 7-10 overlooking habitable rooms and the garden at a distance of 20 metres : there are no back-to-back relationships between existing houses in the area. No.5 Bayford Close: if permission is granted, a 6ft close-boarded fence should be provided to enclose the shared boundary with their neighbouring property;
- (o) Loss of perimeter trees within the proposed development;
- (p) Loss of quality of life : I purchased my Cottage in a quiet area in which to raise my family;

- (q) Impacts of potential future development of adjoining land that will be the developers 'Phase B' if 'Phase A' (the current proposals) are permitted : overlooking, loss of light, outlook etc to Claydon Gardens properties. Loss of trees between the site and Hillside Cottages/The Hollies. This land is also floodplain and its development would exacerbate potential flooding problems, including through additional surface water flows [*Officer Note: These areas of land fall outside the application site and are not the subject of the current proposals under consideration*];
- (r) Local residents' objections to the proposals have not altered over the last 18 years : the retention of the commercial yard is much preferred (4 Hillside Cottages);
- (s) By proposing the erection of just 10 dwellings on the current application site (a smaller area of land than could be assembled) the developer is seeking to avoid the requirement to provide affordable housing in accordance with the Council's planning policies;
- (t) Old Hawley Road has not been maintained by the Council for years;
- (u) The Council bin lorry struggles to get to Hillside Cottages and The Hollies every week due to the amount of cars/vans associated with those properties. How will the situation change with the addition of so many new dwellings in such a small area?;
- (v) The proposed acoustic barrier would have a poor and overbearing visual appearance when seen from Old Hawley Road, would provide a poor outlook for occupiers of the proposed houses, and will not work. It will be a monstrosity no matter how it is dressed-up;
- (w) The Plant Hire Yard uses floodlights in the winter months that would also adversely affect the amenities of occupiers of the proposed houses;
- (x) No play area or community space provided;
- (y) Unsustainable location : the nearest shops are about a mile away; and
- (z) How does this proposal fit the Government's policies concerning reducing air pollution and our reliance on the motor car?

Policy and determining issues

The site is identified as being within the built-up area of Farnborough. It is not located within nor adjoining a Conservation Area. Adopted Rushmoor Core Strategy (November 2011) 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), 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.

Also relevant are saved Local Plan Policies ENV13 (trees), ENV17 (general development criteria), ENV41-44 (flood risk and surface water run-off), ENV48 (environmental pollution & noise), TR10 (highways considerations), OR4/OR4.1 (public open space) and H14 (amenity space).

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.

Also relevant to the consideration of this application 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 November 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. Advice contained in the National Planning Policy Framework (NPPF) is also relevant.

Notwithstanding the smaller site and scale of development now proposed, it is considered that the 2015 appeal decision remains an important material consideration for the determination of the current application. This is subject to consideration of whether or not there have been any material changes in planning circumstances since 2015. All of the issues that have been raised by objectors in respect of the current application were considered with the 2013 planning application that culminated in the 2015 appeal decision. The appeal Inspector concluded that the only issue justifying the dismissal of the appeal in 2015 was the potential noise nuisance to occupiers of the proposed new dwellings arising from the adjoining D & D Plant Hire yard. The proposals were considered acceptable in all other relevant planning respects.

In this context, the main determining issues are considered to be the principle of the proposals, the visual impact including impact on trees, the impact on neighbours, the living environment created, impact on wildlife, highways considerations, flood risk and drainage issues, renewable energy and sustainability, and public open space.

Commentary

1. Principle -

Saved Local Plan Policy H3 (combined housing and open space allocation specifically for land at Green Hedges) was a key consideration for the 2013 planning application and 2015 appeal decision, with the Inspector concluding that no material planning harm arose from the Council's concerns of conflict with Policy H3. In this respect a notable change in circumstances since the appeal decision arises as a result of the emergence of the New Rushmoor Local Plan. The specific mixed housing and open space allocation set out with saved Local Plan Policy H3 is to be deleted and the policy designation of the application land reverted to simply being within the built-up area boundary. On this basis, there is no in principle policy objection to the land being developed for residential purposes.

Core Strategy Policy CP6 requires provision of 35% affordable housing with developments of 15 or more net dwellings subject to viability. Emerging New Rushmoor Local Plan Policy LN2 reduces the trigger threshold for provision of affordable housing to 11 units, also subject to viability. However, since the scheme proposes only 10 additional units, the requirements of both the current and emerging policies do not apply in this case.

Due to the nature of the existing use of the site and the more vulnerable nature of the proposed residential use, the Council's Contaminated Land Officer advises that an appropriate site investigation will need to be undertaken in accordance with best practice. The Site Investigation Report submitted with the application is insufficient in this respect, being solely a preliminary assessment. Nevertheless, this is a matter that can be

appropriately addressed through the imposition of the usual conditions to require a full site investigation to be undertaken before works commence on site.

In the circumstances, it is considered that the proposed development is acceptable in principle subject to the proposals being found acceptable in detail in respect of all relevant Development Management issues.

2. Visual impact including impact on trees –

It is not considered that there have been any material changes in planning circumstances in respect of the site and its surroundings that would indicate that a different conclusion should be reached from that made in 2015 in terms of the visual impact of the proposals. The site continues to be mostly contained by, and viewed within the context of, existing adjoining residential development and, as such, the proposed development would not encroach visually on adjoining and nearby countryside areas. There have been no material changes in the way that the site relates to existing surrounding development and land uses since 2015. Arguably, now being a smaller site that does not now abut Cove Brook, the current proposed development has even less potential to impact upon the character and appearance of countryside areas beyond the defined built-up area margin. Whilst objectors draw attention to the approved residential development at the nearby Hawley Farm Park within Hart District Council's area, it is considered that the approval of this nearby development reinforces the conclusions already reached about the application site visually and functionally belonging within the defined built-up area.

There are a variety of dwelling types, ages and external materials evident in the area, although most are relatively modern and conventional. The site is not located within a Conservation Area. The proposed development would undoubtedly change the visual appearance of the site. However, the proposals would result in the removal of some commercial buildings from the land of undeniably utilitarian appearance, not to mention a commercial use that has the potential to detract further from the visual appearance of the vicinity were it to be reactivated. The proposals involve the erection of a mixture of entirely conventional terraced, semi-detached and detached modern houses which is considered to be an acceptable design approach for this location. Appropriate quality external finishing and surfacing materials can be secured by imposition of the usual conditions. There is also provision for the introduction of some landscape planting within the proposed development.

Objectors have raised specific concerns about the visual impact of the proposed 3 metre high acoustic fence to enclose the north boundary of the application site. This would be visible from Old Hawley Road running down the side of the proposed site access road. However this proposed fence would be only 1 metre taller than the conventional height of a fence that would not require planning permission; and just 50cm taller than the acoustic fence previously proposed and not subject to objections. The section of acoustic fence nearest to Old Hawley Road would be located alongside the site of existing utilitarian buildings to be removed as part of the proposals. It would also obscure views of the plant and equipment stored within the adjoining Plant Hire yard. In the circumstances, it is not considered that the proposed acoustic fence would have any significant harmful visual impact upon the visual character and appearance of the area.

The Council's Arboricultural Officer has considered the Arboricultural Impact Assessment submitted with the application and concludes that the current proposed development would have no material and harmful impact on the health and stability of trees worthy of retention.

In conclusion, it is considered that the proposed development would integrate sympathetically into its surroundings and have no material and harmful impact upon the overall character and appearance of the area. It is considered that the proposals are acceptable in visual terms.

3. Impact on neighbours –

Particular care has been taken to ensure that the design of the new development, in combination with the degree of separation and the orientation of the buildings, provides acceptable relationships with its neighbours. This is despite the layout of parts of the proposed development being somewhat different from that considered previously in order to address how the new dwellings relate to the continued existence and operation of the Plant Hire yard to the north. This has resulted in the introduction of different dwelling designs in order to maintain acceptable and conventional relationships with the existing residential neighbours at Hillside Cottages. Notwithstanding the specific objections raised by neighbours to the rear of the site at Bayford Close, there has been no material change in how the proposed development relates to these neighbours from that previously considered and found to be acceptable. In this respect, the introduction of new houses with rear gardens backing on is entirely conventional and acceptable in planning terms. Indeed, such relationships are found nationwide.

A number of objections have been received from neighbours concerned about the potential impacts from loss of light, outlook and privacy to their properties that could arise were land adjoining the current application site to be developed also. These properties, such as those in Claydon Gardens and the Hollies, are sufficiently well separated from the current proposals such that no undue relationships are considered to arise as a result of the current proposed development. The concerns raised by these neighbours could only be considered in the context of the submission of a planning application for the development of the additional land and, as such, are not a matter that can be taken into material account with the current planning application.

It is considered that the proposed layout would fit in well with the surrounding development and would not give rise to unacceptable overlooking, overshadowing or be overbearing to neighbouring properties.

4. Living environment created -

The application site lies adjacent to an unrestricted plant hire yard which commences work very early in the mornings in order to deliver plant to building sites by 8am. Whilst complaints from existing neighbours have been scarce in recent years, possibly because the business is less busy or through their efforts to be better neighbours, it clearly has the potential to create significant nuisance (noise and disturbance) at antisocial hours. This could, for example, happen if there were a marked upturn in plant hire activity, or if the yard were to be let to new tenants. These points were accepted by the 2015 appeal Inspector, whom dismissed the appeal solely on account of the likely adverse impact on the amenities of occupiers of the proposed new dwellings. In this respect the Inspector did not consider that the proposed mitigation measures, comprising a 2.5 metres high acoustic fence, would provide adequate protection for the proposed new dwellings and their garden areas given the layout of the proposed new development.

However, unlike to 2015 appeal scheme, the current proposals have a significantly different site layout and improved acoustic protection measures designed to address the Inspector's

concerns. The previous scheme considered in 2015 was for more houses including an additional area of land to the rear of the Yard. The site layout of the 2015 appeal scheme also placed houses and garden areas directly abutting the site boundary shared with the Yard. However, the access road into the site is now located adjacent to the boundary with the Plant Hire yard so that the proposed new dwellings do not adjoin, and are somewhat separated from, the boundary with the Yard. The proposed acoustic fence is now 0.5 metre taller, which is sufficient to provide better protection for first-floor rooms. The proposed dwellings on Plots 1-6 are now sited facing the site access road with their garden areas shielded behind. Plot No.7 is located sideways onto the Plant Hire yard boundary towards the rear and also protected by the proposed acoustic fence. Plots 8-10 are further separated from the Yard boundary and would also be protected by the acoustic fence. Plots 7-10 have their garden areas shielded to the rear. The proposed scheme also now has all habitable rooms orientated away from the adjacent Plant Hire yard. The Council's Environmental Health Team are satisfied with the conclusions and recommendations of the Noise Impact Assessment report submitted with the application that the design and measures proposed with the current scheme would significantly reduce the potential impact of the Plant Hire operations on future residents. Accordingly, provided that the development proceeds as described and set out within the submitted details Environmental Health have raised no objections. Accordingly, it is considered that the current scheme has satisfactorily resolved the 2015 appeal Inspector's concerns about the impact of activities at the Plant Hire yard compromising the living environment of occupiers of the proposed new dwellings.

All the proposed dwellings would provide accommodation meeting the Government minimum internal floorspace standards appropriate for their level of occupancy. The proposed development also incorporates acceptable private usable amenity space for each dwelling. 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 10 net new residential dwellings within the defined built-up area of Farnborough. 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 are seeking to acquire SANGS capacity from the Hart District Council Bramshot Farm SANGS scheme sufficient for the 10 new dwelling units proposed, costing the applicants £70,347.40. Furthermore, the applicants are also seeking to secure a financial contribution of £3,000.00 towards SAMMS by way of a s106 planning obligation submitted to Rushmoor BC requiring payment of this additional SPA financial contribution upon the implementation of the proposed development.

At the time of writing this report Rushmoor BC has yet to receive confirmation from Hart DC that the Bramshot Farm SANGS mitigation has been secured for the proposed scheme. Nevertheless the applicants have provided evidence that the financial transactions are taking

place and it is expected that confirmation will be received from Hart DC soon. Subject to the appropriate confirmation being received from Hart DC and the applicants also completing a satisfactory s106 Planning Obligation to secure the SAMMS it is considered that the impact of the proposals upon the Thames Basin Heaths SPA would be addressed, thereby meeting the requirements of Rushmoor Core Strategy Policies CP13 and CP15.

The Ecological Survey report submitted with the application assesses the potential for the existing buildings at the site to provide bat roosting opportunities as negligible. No bats or signs of bats were found inside or outside the buildings. The general condition and previous uses of the site were also examined but are considered to render the site unsuitable habitat for other wildlife species, including other protected species. The Report nevertheless sets out advice and recommendations to ensure that their clients' obligations under the Wildlife & Countryside Act are understood and would be met. The Council's Ecology & Biodiversity Officer does not disagree with any of the conclusions and recommendations of the Report. They are, however, concerned about the potential impacts on wildlife and the environment generally arising from the potential release of pollutants as a result of the construction of the development and/or arising from the proposed infiltration method of dealing with surface water drainage from the site on a site likely to have contaminated ground, mirroring the consultation comments received from the Environment Agency (EA). In these respects, the Ecology Officer and EA suggest the imposition of conditions for (a) temporary measures to be taken during the construction period to prevent the release of pollutants into the water environment; and (b) that infiltration drainage only be permitted by the Council in the event that any ground contamination is either removed or found to be benign and/or inert. Given the proximity of the application site to the water environment and the previous commercial use(s) of the land, imposition of conditions to this effect is considered both necessary and reasonable.

6. Highways considerations –

Objection has been raised to the proposals on the basis of the intensification in the use of the existing junction of Old Hawley Road with the main Hawley Road, especially in the light of the recent approval of the Hawley Farm Park development, which has vehicular access located in the vicinity opposite. However, the Highways Authority (Hampshire County Council Highways), whom are well aware of the existence of the Hawley Farm Park development access) are satisfied that the additional traffic associated with the proposed development would have no material and harmful impact on traffic conditions on Hawley Road, or upon the safety and function of the Old Hawley Road junction with the main Hawley Road. In this respect, the proposed development would contribute traffic associated with 10 additional dwellings onto Hawley Road, which is insignificant in terms of the overall traffic volume accommodated by the highway network in the vicinity. In this respect, account also has to be taken of the 'fallback position' of the existing traffic generation potential of the existing commercial use at the application site, which could involve significant traffic movements with large vehicles. It is considered that the proposed residential development would be likely to have significantly less impact upon traffic conditions on the main Hawley Road than the potential of a resumed commercial use of the application site. In the circumstances, whilst objections have raised concerns about the exacerbation of existing traffic congestion problems on Hawley Road, there is no evidence that the current proposed development would have a severe impact upon the safety and convenience of highway users, which is the test that now must be met to justify refusal of development proposals on highway grounds.

The proposal includes a new access onto Old Hawley Lane to replace the existing access adjoining No.1 Hillside Cottages. This new access would conform to adopted highways

standards in terms of sight-lines and geometry and is, as such, equally acceptable to the existing access considered and accepted with the 2015 appeal scheme.

The current proposals continue to show the provision of an improved footpath/cycleway path connection of Old Hawley Road with the main Hawley Road. It is considered that this can be secured through imposition of a suitably-worded condition.

Although objection is raised on the basis of the loss of some existing parking spaces in Old Hawley Road to the front of 'Hawley Yard', these spaces are primarily land in private ownership and, as such, neighbours do not have a legal right to use them. Furthermore, the applicants are not obliged to resolve existing historical shortfalls in parking provision for neighbouring properties. In any event the proposals would simply be replacing the existing site entrance with a new one in a new location on the site road frontage. As a result, some street parking spaces would still be retained in Old Hawley Road that could continue to be used by neighbours.

The proposed dwellings would each be provided with two parking spaces of acceptable size and arrangement located on plot or immediately adjoining. Four visitor spaces would also be provided on site. As a result, the parking provision accords with the Council's adopted requirements in full. Cycle parking could be provided by sheds to be provided in the gardens of all the proposed dwellings. Bin storage and collection arrangements would also be acceptable. Accordingly, it is considered that the proposed development makes appropriate provision for parking on-site to support itself. In these respects it is considered that the current proposals are not materially different from the 2015 appeal scheme, which was also found to be acceptable in these respects.

It is considered that the proposals are acceptable in highways terms and comply with the requirements of Core Strategy Policies CP10 and CP16.

7. Flood risk and drainage issues -

Most of the application site is located within Flood Zone 2, which is land at intermediate risk of flooding. Whilst the current application relates to a smaller site and number of dwellings than the 2015 appeal scheme, it is considered that there have been no material changes in circumstances since then in this respect. A Flood Risk Assessment (FRA) has been submitted with the current application to assess the flood risk implications for both the proposed development; and also whether the proposed development could put other existing development within the catchment and vicinity at increased flood risk, taking into account an allowance for climate change. The Environment Agency (EA) are satisfied with the findings and proposals of the FRA and have raised no objections to the proposals. This is subject to the imposition conditions concerning the assessment of ground contamination and the avoidance of infiltration drainage of surface water within the site if this would mobilise contaminants into the water environment. Whilst objectors have expressed concerns about flood risk, the Environment Agency are the Statutory body with authority and technical expertise to assess flood risk and have concluded that the proposals are acceptable.

The proposed development is likely to result in less site coverage with hard surfacing, especially as the applicants indicate that the roadways and drives would be paved using permeable materials or finishes and a SUDS system would be incorporated to deal with surface water drainage on site. Some additional details in this respect have recently been submitted and the Lead Local Flood Authority (LLFA) has been re-consulted. It is considered that the requirements of Core Strategy Policy CP4 would be met subject to the imposition of

a condition to require the submission of details in this respect. Especially since it is clear that the final design of the SUDS system will depend upon the results of the site investigations in determining the nature and extent of ground contamination. Any further consultation response from the LLFA will be reported to the Committee at the meeting.

8. Renewable energy and sustainability -

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. 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.

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 £17,309.00 towards the off-site provision of public open space comprising: Improvements to footpath at Cove Brook Greenway (Hawley Lane) (£9,918.00) and playground improvements at Prince Charles Crescent, Farnborough (£7,391.00)] secured with a s106 Planning Obligation would be appropriate. Subject to the applicant satisfactorily completing and submitting the s106 Obligation 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 -

It is considered that the proposals have satisfactorily addressed the technical deficiency identified by the 2015 appeal Inspector in dismissing the appeal. Furthermore, where there have been some material changes in planning circumstances, mainly in respect of emerging new planning policies, it is considered that the proposals remain acceptable. The proposals are considered acceptable in principle, would have no material and harmful visual impact upon the visual character and appearance of the 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 satisfactory contributions 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, ENV35, TR10, OR4/OR4.1 and H14.

Full Recommendation

It is recommended that subject to:

(a) confirmation from Hart District Council that the applicants have secured SANGS mitigation capacity at the Bramshot Farm SANG; and

(b) the completion of a satisfactory Planning Obligation under Section 106 of the Town and Country Planning Act 1990 by 23 December 2018 to secure the SPA SAMMS and Public Open Space contributions as set out in the report

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

However, in the event that confirmation from Hart District Council and a satisfactory s106 Agreement are not received by 23 December 2018, the Head of Economy, Planning and Strategic Housing, in consultation with the Chairman, be authorised to **REFUSE** planning permission on the grounds that the proposal does not make satisfactory provision for a public open space contribution 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.

- 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 The permission hereby granted shall be carried out in accordance with the following approved drawings - Drawing numbers:- Think Architecture Drawing Nos.PL32, PL33, PL34, PL35; Hydro-Logic Services Flood Risk Assessment dated 15 May 2018 & letter dated 22 November 2018; 24 Acoustics Noise Impact Assessment (February 2018); Bell Cornwell Planning, Design & Access Statement (October 2018); Exova Jones Environmental Site Investigation Report (25 May 2018); GS Ecology Preliminary Ecological Appraisal report (23 April 2018); and TMC Arboricultural Consultants Arboricultural Impact Assessment and Drawing No.TMC-12032-S REV.A.

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 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, garages and parking areas and the height of any retaining walls within the application site have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed and retained in accordance with the details so approved.

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

- 6 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 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. *

- 8 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. 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. *

- 9 The dwelling units hereby permitted shall not be occupied until the foot- and cycleway improvement connecting Old Hawley Road with the main Hawley Road as shown on the approved plans has been completed and made available for use.

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

- 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 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 TMC Arboricultural Consultants Arboricultural Impact Assessment 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.

- 13 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).

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 amenity and biodiversity.

- 14 No works pursuant to this permission shall commence until there has been submitted to and approved in writing by the Local Planning Authority: -
- i. a desk top study carried out by a competent person documenting all previous and existing uses of the site and adjoining land, and potential for contamination, with information on the environmental setting including known geology and hydrogeology. This report should contain a conceptual model, identifying potential contaminant pollutant linkages.
 - ii. if identified as necessary; a site investigation report documenting the extent, scale and nature of contamination, ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study.
 - iii. if identified as necessary; a detailed scheme for remedial works and measures shall be undertaken to avoid risk from contaminants/or gas identified by the site investigation when the site is developed and proposals for future maintenance and monitoring, along with verification methodology. Such scheme to include nomination of a competent person to oversee and implement the works.

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

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

- 15 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

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

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

- 17 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.

- 18 The development hereby approved shall not be occupied until the measures to protect the occupiers of the dwelling units within the development from the potential for external noise from the adjoining commercial storage yard have been implemented in full in accordance with the plans and details hereby approved, including the implementation in full of the recommendations set out in the submitted 24 Acoustics Noise Impact Assessment report dated 28th February 2018.

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

- 19 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. *

- 20 No infiltration of surface water drainage is permitted other than with the prior written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - At the request of the Environment Agency to prevent the mobilisation of any contaminants present on the site which may result in an adverse impact on groundwater and surface water quality.

- 21 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) details of temporary filtration methods used to ensure excellent water quality of

- (d) surface water run-off leaving the site;
- (d) the arrangements to be made for the delivery of all building and other materials to the site, including construction servicing/delivery routes;
- (e) the provision to be made for any storage of building and other materials on site;
- (f) measures to prevent mud from being deposited on the highway;
- (g) the programme for construction; and
- (h) 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. *

- 22 Before construction of the dwellings hereby permitted commences a connected multifunctional green infrastructure, strategy shall be submitted to and approved by the Local Planning Authority. The strategy should include details of green infrastructure within the site and provision of one biodiversity feature for each dwelling.

Reason - To ensure that Policy NE2 and Policy NE4 of the New Rushmoor Local Plan (2014-2032) are delivered throughout the site.

INFORMATIVES

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

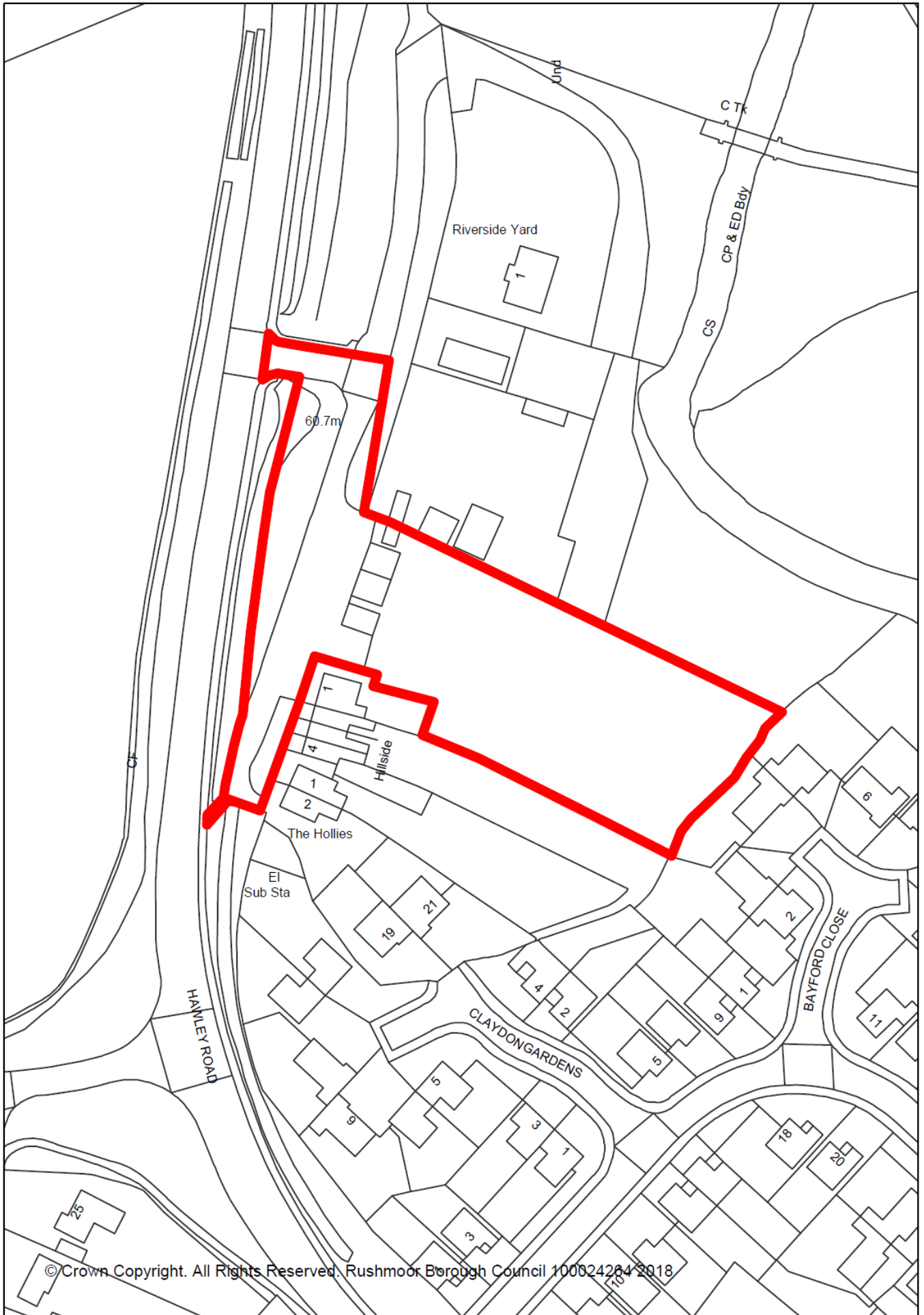
It is considered that the proposals have satisfactorily addressed the technical deficiency identified by the 2015 appeal Inspector in dismissing the appeal. Furthermore, where there have been some material changes in planning circumstances, mainly in respect of emerging new planning policies, it is considered that the proposals remain acceptable. The proposals are considered acceptable in principle, would have no material and harmful visual impact upon the visual character and appearance of the 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 satisfactory contributions 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, 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/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.
- 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. Other species, including all species of birds whilst nesting, are also subject to statutory protection. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works would constitute an offence. If bats or signs of bats or other protected wildlife species are encountered at any point during development then all works must stop immediately and you should contact Natural England.
- 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 - 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.





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Rev	Comment	By	Date

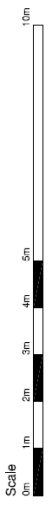


FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION

SIDE ELEVATION

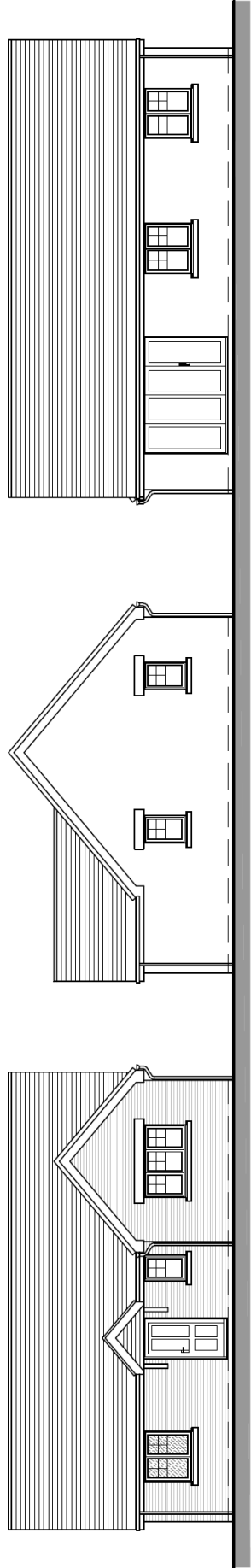


Client:	Flavia Estates
Address:	Hawley Yard, Hawley Road, Hawley, West Sussex
Project Name:	Proposed Elevations for House Type A - Plots 1 & 2.
Scale:	1:100
Date:	14.03.18
Drawn by:	JAS
PLN No:	068
PLN No:	PL27
Status:	PLANNING



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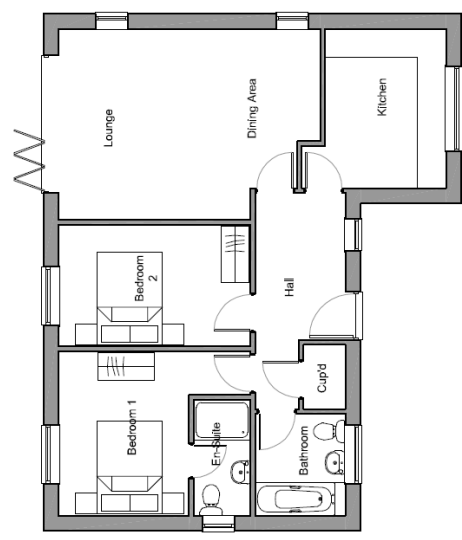
File: Comment: Rev:



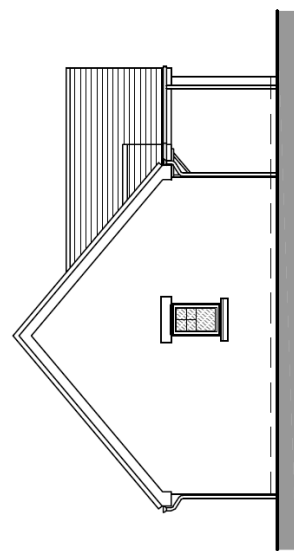
FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION



GROUND FLOOR PLAN



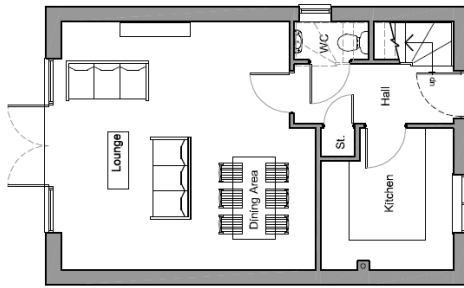
SIDE ELEVATION

Client:	Flavia Estates
Address:	Hawley Yard, Hawley Road, Hawley.
Drawing title:	Proposed Floor Plan and Elevations for House Type B - Plot 3
Scale:	1:100
Date Drawn:	14.03.18
Drawn by:	JAS
Job No:	068
Tag No:	PL30
Rev:	-
Structure:	PLANNING

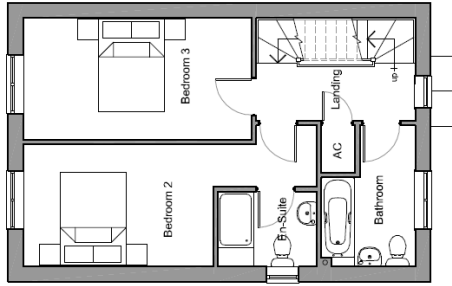


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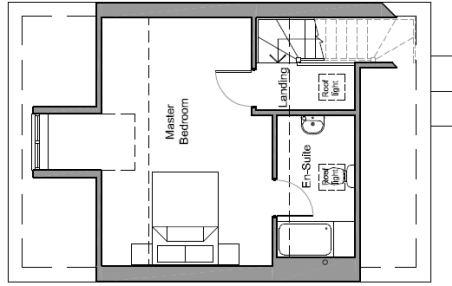
Date	18	06	2018
By	JAS		
Comment			



GROUND FLOOR PLAN

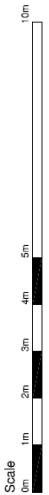


FIRST FLOOR PLAN



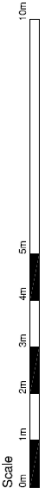
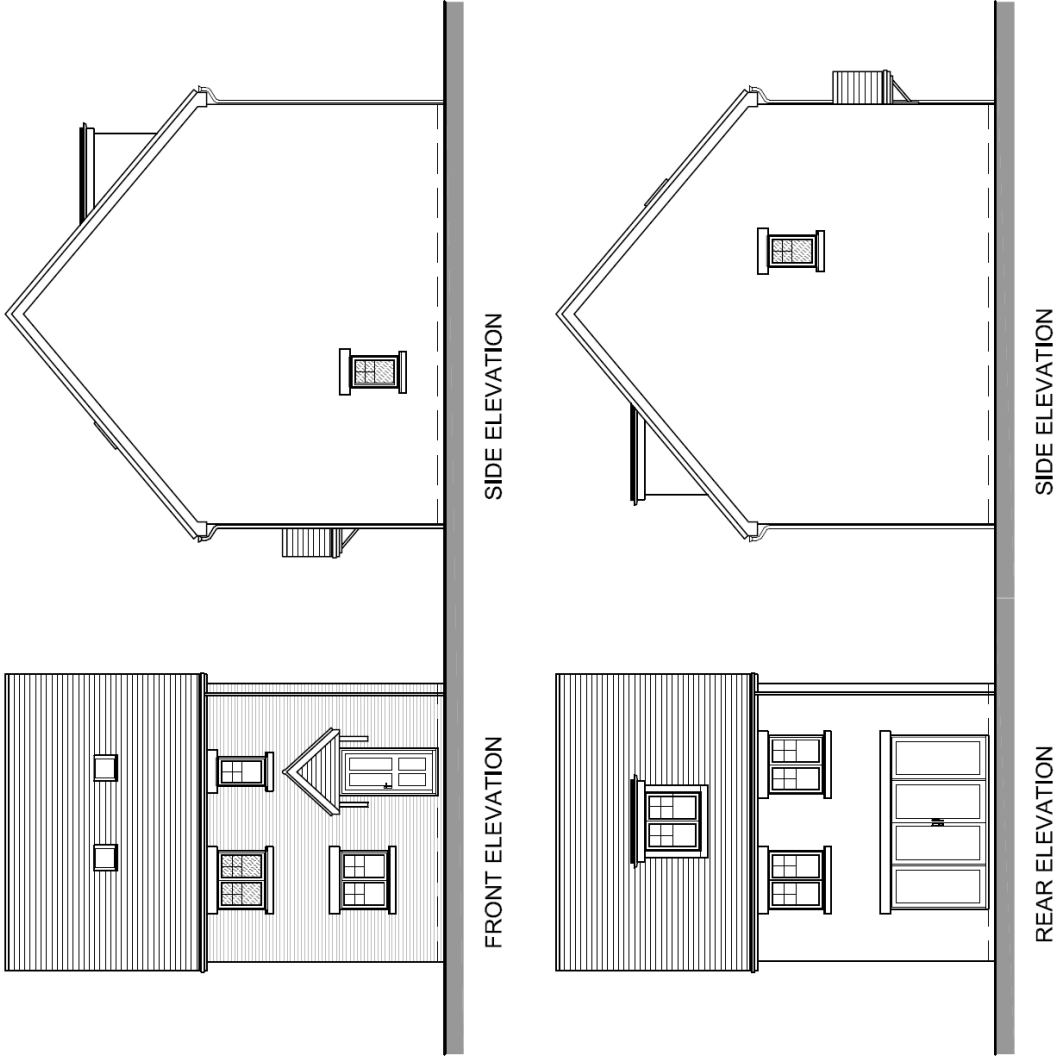
SECOND FLOOR PLAN

Client:	Flavia Estates
Address:	Hawley Yard, Hawley Road, Hawley.
Drawings No.:	Proposed Floor Plans for House Type C - Plots 7-10
Scale:	Date Issued: 19.03.18 1:100
Drawn by:	JAS
Proj. No.:	068
Rev.:	PL31
Status:	PLANNING



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Date	Comment	By	Date
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Client:	Flavia Estates		
Address:	Hawley Yard, Hawley Road, Hawley.		
Drawing Title:	Proposed Elevations for House Type C - Plots 7-10.		
Scale:	Date Issued:	Drawn by:	Checked by:
1:100	19.03.18	JAS	
Plot No.:	Job No.:	Rev.:	
068	PL32	-	
Discipline:	PLANNING		

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Section D

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

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

Application No 18/00524/FULPP Ward: Fernhill

Applicant: John Terry-Dawson

Decision: **Permission Granted**

Decision Date: 08 November 2018

Proposal: Retention of two storey side extension to an existing two storey semi-detached property as built and use of extension as an independent 2 bedroom dwellinghouse

Address **1 Clayton Road Farnborough Hampshire GU14 9DQ**

Application No 18/00639/REVPP Ward: St Mark's

Applicant: Mr & Mrs Thatcher

Decision: **Permission Refused**

Decision Date: 30 October 2018

Proposal: Variation of condition 3 of planning permission RSH05910 for the erection of 5 four bed semi-detached houses and 1 three bedroom semi-detached house with single garages dated 6th January 1989 to allow a single storey rear extension and create a doorway into existing garage

Address **38 Southampton Street Farnborough Hampshire GU14 6AX**

Application No 18/00651/FULPP Ward: Knellwood

Applicant: Mr Nigel Hilder - HH Hilder & Sons

Decision: **Permission Refused**

Decision Date: 01 November 2018

Proposal: Demolition of existing garage at 15 Hilder Gardens and erection two new detached dwellings to the rear with ancillary parking and access road

Address **14 Hilder Gardens Farnborough Hampshire GU14 7BQ**

Application No 18/00654/FULPP Ward: Cove And Southwood
Applicant: Mr Simon Phillips - Vivid Homes
Decision: **Permission Granted**
Decision Date: 05 November 2018
Proposal: Alterations to adapt/improve the existing 3 x bin compounds
Address **Bin Stores At 10 To 50, 52 To 86 And 88 To 122 Brookhouse Road
Farnborough Hampshire**

Application No 18/00655/FULPP Ward: St John's
Applicant: Mr RATHOD
Decision: **Permission Granted**
Decision Date: 19 November 2018
Proposal: Erection of a complete first floor extension with hipped roof
Address **Churston 169 Fleet Road Farnborough Hampshire GU14 9SL**

Application No 18/00679/FULPP Ward: North Town
Applicant: Mrs Alison Seed
Decision: **Permission Granted**
Decision Date: 14 November 2018
Proposal: Erection of outbuilding and shed
Address **The Dairy 18 Herretts Gardens Aldershot Hampshire GU12 4PU**

Application No 18/00685/TPO Ward: Knellwood
Applicant: Mr John Hordley
Decision: **Permission Granted**
Decision Date: 12 November 2018
Proposal: Remove one Beech (part of group G4 of TPO 432A) as per submitted plan
Address **55 Avenue Road Farnborough Hampshire GU14 7BJ**

Application No 18/00687/FULPP Ward: Empress
Applicant: Mrs KAREN OAKE
Decision: **Permission Granted**
Decision Date: 13 November 2018
Proposal: Erection of a two storey extension and render the first floor
Address **47 Highgate Lane Farnborough Hampshire GU14 8AE**

Application No 18/00689/FULPP Ward: Cove And Southwood
Applicant: Mr Matt Sims
Decision: **Permission Granted**
Decision Date: 20 November 2018
Proposal: Flexible use of ground floor premises as either a dog-grooming parlour (sui generis use) or a Class A1 retail shop
Address **28 Cove Road Farnborough Hampshire GU14 0EN**

Application No 18/00691/FUL Ward: Manor Park
Applicant: Mr Ram Kumar
Decision: **Permission Granted**
Decision Date: 05 November 2018
Proposal: Part first-floor and part two story side extension to provide a new first floor with 5 bedrooms, study and bathroom and extend the existing side sitting room and kitchen on the ground floor
Address **158 Church Lane East Aldershot Hampshire GU11 3SS**

Application No 18/00693/TPOPP Ward: Empress
Applicant: Mr Graham Lyons
Decision: **Permission Granted**
Decision Date: 19 November 2018
Proposal: Remove Sweet Chestnut tree marked as A on submitted plan. Sweet Chestnuts marked B,C,D,E, crown thin by no more than 30%. One Beech marked as F crown thin by no more than 30%. All trees are part of group G35 of TPO 354
Address **Wensley 11 Prospect Avenue Farnborough Hampshire GU14 8JT**

Application No 18/00698/TPOPP Ward: Cove And Southwood

Applicant: Mr Michael Paterson

Decision: **Permission Granted**

Decision Date: 20 November 2018

Proposal: One Oak (T11 of TPO 416A) removal of dead wood and crown lift to no more than 7 metres from ground level

Address **35 Randolph Drive Farnborough Hampshire GU14 0QQ**

Application No 18/00699/TPO Ward: Rowhill

Applicant: Mr And Mrs Nuttall

Decision: **Permission Granted**

Decision Date: 20 November 2018

Proposal: One Holly (part of group G1 of TPO 180) remove larger branch overhanging Magnolia in garden of 40 Manor Road and shorten smaller branch to rear by no more than 3 metres

Address **38 Manor Road Aldershot Hampshire GU11 3DG**

Application No 18/00705/TPO Ward: Knellwood

Applicant: Mr Martyn Baxter

Decision: **Permission Granted**

Decision Date: 21 November 2018

Proposal: One Sweet Chestnut (T7 of TPO 207) reduction of top of crown by no more than 2 metres and laterals by no more than 4 metres

Address **Windrush 38 Ashley Road Farnborough Hampshire GU14 7HA**

Application No 18/00707/NMA Ward: Manor Park

Applicant: Mr T Cotugno

Decision: **Permission Granted**

Decision Date: 14 November 2018

Proposal: Non-Material Amendment: Alterations to extended building approved with planning permission 18/00264/FULPP dated 15 June 2018 comprising deletion of large dormer on rear roof slope and alterations to fenestration in respect of Flat 2

Address **La Fontaine 92 Windmill Road Aldershot Hampshire GU12 4NJ**

Application No 18/00710/FULPP Ward: Cherrywood
Applicant: Mrs Baker
Decision: **Permission Granted**
Decision Date: 05 November 2018
Proposal: Erection of a single storey side extension following demolition of timber sheds
Address **17 Grace Bennett Close Farnborough Hampshire GU14 8XJ**

Application No 18/00712/CONDPP Ward: North Town
Applicant: Mr John Raison & Mr Joseph Raison
Decision: **Conditions details approved**
Decision Date: 02 November 2018
Proposal: Submission of details of landscaping scheme pursuant to condition 4 of planning permission 17/00870/FULPP dated 19/12/2017
Address **Office Gold Valley Lakes Government Road Aldershot Hampshire GU11 2PT**

Application No 18/00714/REV Ward: St John's
Applicant: Mr G. Edwards
Decision: **Permission Granted**
Decision Date: 05 November 2018
Proposal: Relief of condition 5 of HDC 13390 dated 24th July 1986 to allow the erection of a 1 metre high wall to front and side boundary
Address **4 Juniper Road Farnborough Hampshire GU14 9XU**

Application No 18/00717/COND Ward: Wellington
Applicant: Mr Sean Havis
Decision: **Permission Granted**
Decision Date: 12 November 2018
Proposal: Submission of details pursuant to condition 13 (building record) of part reserved matters 18/00117/REMPP dated 21st June 2018 (Corunna B3 & B4).
Address **Zone B - Corunna Aldershot Urban Extension Alisons Road Aldershot Hampshire**

Application No 18/00720/FULPP Ward: Knellwood
Applicant: Mr Anthony Wraight
Decision: **Permission Granted**
Decision Date: 01 November 2018
Proposal: Erection of a two storey rear extension (revised scheme to planning permission 18/00312/FULPP dated 24/04/2018) to change the external materials from brick to render on front, rear and side elevations and minor changes to fenestration
Address **Tregarth 27 Pirbright Road Farnborough Hampshire GU14 7AB**

Application No 18/00722/CONDPP Ward: Manor Park
Applicant: Gordon Road Developments Limited
Decision: **Conditions details approved**
Decision Date: 14 November 2018
Proposal: Submission of details pursuant to Condition No.10 (Site Investigation) of planning permission 18/00400/FULPP dated 13 July 2018
Address **69 Gordon Road Aldershot Hampshire GU11 1NG**

Application No 18/00723/PDCPP Ward: St Mark's
Applicant: Alexander's Mental Health Limited
Decision: **Development is Lawful**
Decision Date: 16 November 2018
Proposal: Certificate of Lawfulness seeking confirmation that proposed changes to operation of care home would retain Use Class C2 of the Town and Country Planning (Use Classes) Order 1987
Address **Park Avenue 74 - 76 Alexandra Road Farnborough Hampshire**

Application No 18/00725/FUL Ward: North Town
Applicant: Adrian Ruddick
Decision: **Permission Granted**
Decision Date: 20 November 2018
Proposal: Erection of First Floor Side and Rear Extension
Address **25 Meadow Way Aldershot Hampshire GU12 4UU**

Application No 18/00726/ADVPP Ward: Aldershot Park
Applicant: Motor Fuel Group
Decision: **Permission Granted**
Decision Date: 12 November 2018
Proposal: Continued Display of 1 x Banner Sign, 1 x Costa Cup Sign, 4 x Flag Sign, and 1 x Free Standing A Sign, 2 x Sets of Blue Background Hand Car Wash Boards, 4 x Free Standing Signs, 2 x Flags adjacent to Car Wash.
Address **400 High Street Aldershot Hampshire GU12 4NE**

Application No 18/00728/FULPP Ward: Rowhill
Applicant: Mr Wesley Lazaveric
Decision: **Permission Granted**
Decision Date: 19 November 2018
Proposal: Removal of rear bay window and erection of single storey rear and side extension
Address **17 Cargate Hill Aldershot Hampshire GU11 3AA**

Application No 18/00729/FULPP Ward: St Mark's
Applicant: Mr & Mrs S Attan
Decision: **Permission Granted**
Decision Date: 08 November 2018
Proposal: Erection of a single storey rear extension following removal of existing extension
Address **146 Queens Road Farnborough Hampshire GU14 6JZ**

Application No 18/00736/FULPP Ward: West Heath
Applicant: Mr & Mrs Daniel Andrews
Decision: **Permission Granted**
Decision Date: 06 November 2018
Proposal: Erection of a single storey side and rear extension
Address **168 Prospect Road Farnborough Hampshire GU14 8JZ**

Application No 18/00738/FULPP Ward: Rowhill

Applicant: Dawn and Diana Padwick

Decision: **Permission Granted**

Decision Date: 07 November 2018

Proposal: Alteration to garage roof to form a pitch roof

Address **34 Legge Crescent Aldershot Hampshire GU11 3NU**

Application No 18/00742/FULPP Ward: Knellwood

Applicant: Mr Tony Newson

Decision: **Permission Granted**

Decision Date: 20 November 2018

Proposal: Erection of a single storey side and rear extensions and formation of dormer window to rear to facilitate converting the attic to habitable rooms

Address **16 Manor Road Farnborough Hampshire GU14 7EU**

Application No 18/00743/FULPP Ward: Knellwood

Applicant: Mr Bruce Fertnig

Decision: **Permission Granted**

Decision Date: 08 November 2018

Proposal: Installation of bay window in front elevation

Address **Bon Jour 129 Sycamore Road Farnborough Hampshire GU14 6RE**

Application No 18/00745/FULPP Ward: Wellington

Applicant: Mr Ganga Gurung

Decision: **Permission Granted**

Decision Date: 15 November 2018

Proposal: Retention of a rear dormer extension

Address **Flat 2 38 Station Road Aldershot Hampshire GU11 1HT**

Application No 18/00749/REXPD Ward: Knellwood
Applicant: Mr Alistair Bench
Decision: **Prior approval is NOT required**
Decision Date: 12 November 2018
Proposal: Erection of a single storey rear extension measuring 6.8 metres from the original rear wall, 2.6 metres to the eaves and 3.8 metres in overall height
Address **22 Hilder Gardens Farnborough Hampshire GU14 7BQ**

Application No 18/00752/FUL Ward: Cove And Southwood
Applicant: Mr And Mrs Thornton
Decision: **Permission Granted**
Decision Date: 13 November 2018
Proposal: Erection of Single Storey Orangery to the Rear
Address **1 Ullswater Avenue Farnborough Hampshire GU14 0JR**

Application No 18/00755/NMA Ward: St Mark's
Applicant: Southbridge Developments Ltd.
Decision: **Permission Granted**
Decision Date: 13 November 2018
Proposal: NON-MATERIAL AMENDMENT : Addition of second-floor balcony to rear as amendment to scheme approved with planning permission 18/00573/COU dated 6 September 2018
Address **7 Queens Road Farnborough Hampshire GU14 6DJ**

Application No 18/00756/FUL Ward: Rowhill
Applicant: Mr T. Hiscock
Decision: **Permission Granted**
Decision Date: 12 November 2018
Proposal: Formation of one dormer in front roof slope and two dormers in rear roof slope
Address **43 Cranmore Lane Aldershot Hampshire GU11 3AN**

Application No 18/00757/FULPP Ward: North Town
Applicant: Mr Edney
Decision: **Permission Granted**
Decision Date: 15 November 2018
Proposal: Formation of a hard standing, pavement cross over and dropped kerb
Address **5 Deadbrook Lane Aldershot Hampshire GU12 4TY**

Application No 18/00758/FULPP Ward: Knellwood
Applicant: Mr And Mrs G Jenkins
Decision: **Permission Granted**
Decision Date: 13 November 2018
Proposal: Erection of a single storey rear extension following removal of existing conservatory
Address **22 The Wrekin Farnborough Hampshire GU14 6TT**

Application No 18/00759/FULPP Ward: West Heath
Applicant: Mrs Tamsyn Hennessey
Decision: **Permission Granted**
Decision Date: 15 November 2018
Proposal: Erection of single storey front extension
Address **12 Coleville Road Farnborough Hampshire GU14 8PY**

Application No 18/00760/FULPP Ward: Cove And Southwood
Applicant: Master Keegan Foden
Decision: **Permission Granted**
Decision Date: 15 November 2018
Proposal: Erection of a single storey rear extension
Address **5 Murray Road Farnborough Hampshire GU14 0AR**

Application No 18/00762/FULPP Ward: North Town

Applicant: Ms Bridget Crowther

Decision: **Permission Granted**

Decision Date: 15 November 2018

Proposal: Erection of a first floor rear extension

Address **31 Holly Road Aldershot Hampshire GU12 4RL**

Application No 18/00768/FULPP Ward: St Mark's

Applicant: Mr D Lawrence

Decision: **Permission Granted**

Decision Date: 15 November 2018

Proposal: Erection of a single storey side and rear extension

Address **33 High Street Farnborough Hampshire GU14 6ES**

Application No 18/00780/NMAPP Ward: Wellington

Applicant: Laura Powell

Decision: **Permission Granted**

Decision Date: 21 November 2018

Proposal: Non-material Amendment to application 17/00494/REMPP dated 9th November 2017 comprising alterations to approved street lighting plan and construction traffic management plan.

Address **Zone D - McGrigor Aldershot Urban Extension Alisons Road Aldershot Hampshire**

Application No 18/00785/REVPP Ward: St John's

Applicant: Mr And Mrs Gadsden

Decision: **Permission Granted**

Decision Date: 22 November 2018

Proposal: Variation of Condition 12 attached to planning application 02/00008/FUL dated 10 July 2002 (erection of 16 dwellings) to allow erection of a single storey rear extension

Address **2 Victoria Gardens Farnborough Hampshire GU14 9UH**

Application No 18/00834/NMA

Ward: St Mark's

Applicant: Mrs Diane Martin

Decision: **Permission Granted**

Decision Date: 21 November 2018

Proposal: Non-Material Amendment to planning permission 13/00649/FULPP dated 25 September 2013 to replace a window within the rear elevation of the single storey rear extension with a door

Address **16 Netley Street Farnborough Hampshire GU14 6AQ**

Development Management Committee
5th December 2018

**Head of Economy, Planning and
Strategic Housing**
Report No. PLN1832

Enforcement and possible unauthorised development

1. Introduction

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

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

2. Policy

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

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

3. Items

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

This report relates to:

Item 1 76 Alexandra Road, Aldershot

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

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

4. Human rights

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

5. Financial implications

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

Tim Mills
Head of Economy, Planning and Strategic Housing

BACKGROUND PAPERS

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

Rushmoor Core Strategy (October 2011)

Rushmoor Local Enforcement Plan (2016)

National Planning Policy Framework (NPPF)

Item No. 1

Site location 76 Alexandra Road, Aldershot, Hampshire GU11 1QN

Alleged breach Fence over one metre in height erected to the front boundary
Wooden Shed erected to front boundary

Recommendation No further action

Description

The property is an end of terrace corner plot, fronting both Alison Way and Alexandra Road in Aldershot. The main frontage faces Alison Way, with two bay windows at ground floor level and a doorway. There is also a doorway fronting Alexandra Road, but no windows at ground floor level. The property is rendered white. The frontage of the property is paved with seating and planters.

There is an area of land to the west of the property housing one single garage with garage door, and one carport-type parking area. This is of concrete construction with driveways to the front, allowing for covered parking for two cars, and the driveway will hold a car in front of both garages. It opens onto Alison Way.

This land has recently come into the ownership of the owner of 76 Alexandra Road.

Alleged breach

An enquiry was received *“about the 2 metre fence built across the turning area at the end of Alison Way, Aldershot GU11 3JX, this is a dead end road with cars parked both sides of the road and the only area to turn round is now blocked due to a lack of space, resulting in vehicles of all sizes having to navigate the length of the road in reverse causing a hazard to other vehicles and pedestrians alike”*

Investigation

A site visit was carried out on 4 October 2018 to investigate this alleged breach. There was no blockage of the highway of any kind, but a wooden fence with gates had recently been erected across the entrance to the concrete garage structure, without planning permission. The driveway has a dropped kerb.

It is possible that this area may have been informally used by members of the public to nose into and reverse out of when turning when the road is full of parked cars, hence the complaint. This does not form part of the public highway and is a driveway in private ownership. The complainant has been made aware of this.

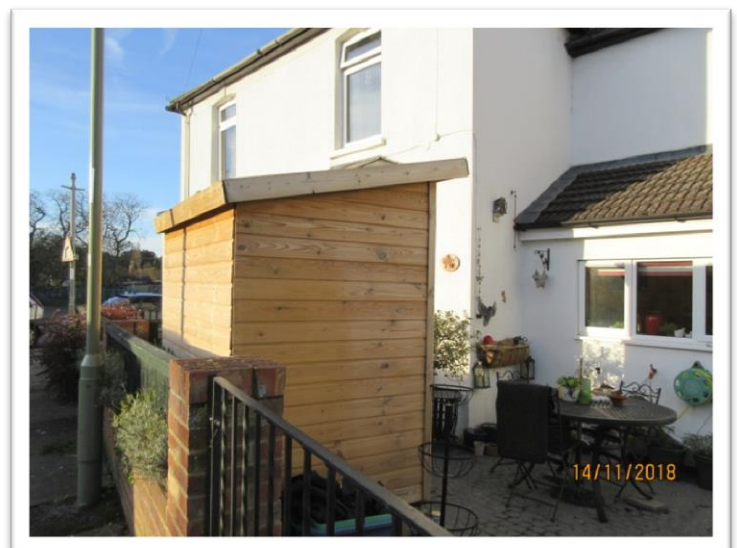
However the erection of a fence over 1m in height fronting a highway does require planning permission. It was also noted that a wooden shed has been placed at the front of the property, without planning permission.

Commentary

The owners of the property were contacted and asked to submit a formal planning application for the alteration and/or retention of the fence and shed. The owners advised that the garage structure is being removed, as it is failing and unstable. Once this area is cleared, the shed will be relocated to an acceptable location to the rear of the property. The driveway fencing will be retained, in part to provide privacy and security. Following correspondence and discussion, no application has been forthcoming to retain the fencing. Were an application to be submitted, it would be recommended for approval.

Full recommendation

It is recommended that no further action be taken.



Development Management Committee
5th December 2018

Head of Economy, Planning and
Strategic Housing
Report No. PLN1833

Pinehurst House, 117 Farnborough Road, Farnborough

1. Introduction

Further to the decision by the Development Management Committee in November 2018 to refuse the planning application (18/00466/FULPP) for **“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”** the applicants have indicated that they intend to lodge an appeal to the Planning Inspectorate. In this respect they have advised that they wish to submit a draft s106 Agreement to the Inspector in order to address those reasons for refusal that relate to failure to secure s106 contributions.

There is a general duty imposed upon all involved in the appeal process to act reasonably and to seek to resolve matters of dispute where possible.

2. Background

In November 2018 planning permission was refused for the proposed development for the following reasons:-

- “1 *The proposal, by virtue of the design, mass, bulk, and height of the additions to the building and the proximity of windows of new residential units, would have a detrimental effect on the amenities of neighbouring residential properties within The Convent, 115 Farnborough Road by virtue of enclosure and loss of privacy due to actual and perceived overlooking. The proposal is therefore contrary to adopted Rushmoor Core Strategy Policy CP2; saved Local Plan Policy ENV16; and emerging New Rushmoor Local Plan (2014 to 2032) Policy DE1. The proposal further fails to address the requirement for high quality design set out in the National Planning Policy Framework and Planning Practice Guidance.*

- 2 *In the absence of a s106 Planning Obligation, the proposal fails to make provision for an appropriate Special Protection Area Mitigation and Avoidance contribution towards strategic access management measures in order to address the impact of the proposed development upon the nature conservation interests and objectives of the Thames Basin Heaths Special Protection Area. The proposals are thereby contrary to the requirements of retained South East Plan Policy NRM6; Policies CP13 and CP15 of the adopted Rushmoor Core Strategy (October 2011); and Policies NE1 & NE4 of the emerging New Rushmoor Local Plan (2014 to 2032).*

- 3 *In the absence of a s106 Planning Obligation, the proposal fails to make provision for public open space in accordance with the requirements of Policies CP11 and CP12 of the adopted Rushmoor Core Strategy (October 2011); saved Local Plan Policies OR4 and OR4.1; emerging New Rushmoor Local Plan (2014 to 2032) Policy IN2; and the Council's continuing Interim Advice Note (dated August 2000 and updated July 2006) "Financial Contributions towards Provision of Open Space in Association with New Housing Development".*
- 4 *In the absence of a s106 Planning Obligation, the proposal fails to make provision for appropriate transport contributions to address the impact on local highway infrastructure as required by Policies CP16 and CP17 of the adopted Rushmoor Core Strategy (October 2011); saved Local Plan Policy TR10; emerging New Rushmoor Local Plan (2014 to 2032) Policy IN2; and the Council's adopted "Planning Contributions : Transport" Supplementary Planning Document, April 2008."*

The matters relating to Reasons for Refusal Nos.2, 3 and 4 can be resolved by the applicants offering the appropriate financial contributions through a s106 Legal Agreement.

The applicants have approached the Solicitor to the Council to request that work be undertaken with the Council to produce a draft s106 Agreement seeking to address Reasons for Refusal Nos.2, 3 and 4. Authority is sought from the Development Management Committee for the Head of Planning in consultation with the Solicitor to the Council to prepare the necessary draft s106 Agreement to address these matters.

Undertaking this work would not affect the Council's position in relation to Reason for Refusal No.1 as set out above, but would remove the need for the Council to defend Reasons for Refusal Nos.2, 3 and 4 with the appeal proceedings.

As was set out in the Committee Report presented to the Committee at the 7 November 2018 meeting, as any planning permission that may be granted on this site could take some time to build-out once implemented, there is also a need (as recommended by the District Valuer in assessing the applicants Financial Viability Assessment submitted with the application) for the s106 Agreement to be subject to a financial re-assessment clause. 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. The applicants and their agents were aware of this requirement prior to the refusal of the application and it is considered essential that this clause should remain to ensure compliance with the requirements of Rushmoor Core Strategy Policy CP6 and/or emerging New Rushmoor Local Plan Policy LN2 (Affordable Housing).

3. Recommendation

Members are asked to give authority to complete a legal agreement to address the impacts of the development as identified in Reason for Refusal Nos.2, 3 and 4 as set out in this report. Furthermore, that the legal agreement includes an appropriate financial viability re-assessment clause for the reasons re-stated in this report.

Tim Mills
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**Development Management Committee
5th December 2018**

**Head of Economy, Planning and
Strategic Housing
Report No. PLN1834**

Land At Guillemont Park Sun Park, Minley Road, Farnborough

1. Introduction

Phase I of the Sun Park residential redevelopment is complete. The purpose of this report is to seek authority to vary the terms of the legal agreement relating to affordable housing

2. Background

The site is located to the west of Sandy Lane and was formerly part of Guillemont Barracks. It straddles the boundaries of Rushmoor Borough Council and Hart District Council, with the majority of the site being within Hart.

In November 2014 (Hart District Council) and January 2015 (on appeal by the Planning Inspectorate following refusal of planning permission by Rushmoor Borough Council in April 2014) planning permissions were granted for the demolition of the existing part built structures and erection of 150 dwellings, construction of internal roads, provision of open space, school parking area, landscaping and associated infrastructure, formation of a new access onto Sandy Lane and closure of the existing access from the Minley Road roundabout except for emergency vehicles (Phase I)

These permissions were subject to a legal agreement which secured affordable housing, financial contributions towards sports ground provision, transport, education and Thames Basin Heaths Special Protection Area mitigation, the completion of a travel plan and associated fees, the provision of a management and maintenance of all communal areas, the provision, operation, management and maintenance of parents car park together with details of the management company to be set up by the developer to be responsible for these matters; a provision to preclude further vehicular access into the site from the existing Sun Park site, administration and monitoring costs and a leisure contribution towards a site in Hart. All financial contributions due to Rushmoor have been paid in full.

In January 2018 Hart District Council granted planning permission for the demolition of the existing office buildings and comprehensive redevelopment of the site for the construction of 313 residential dwellings along with internal roads, open space, landscaping and associated infrastructure with existing access from the Minley Road (Sun Park Phase II). This site is wholly within Hart and is in the process of construction.

3. Proposed amendments to the legal agreement

The Registered Affordable Housing Provider (RP) for this site (Synergy Housing Limited part of the Aster Group) has reviewed the section 106 agreement and advised that the definition of Registered Provider Mortgagee and the Mortgagee in Possession clauses do not satisfy their lenders requirements for securitisation purposes.

4. Planning considerations

The planning permission secured the provision of 40% affordable housing units across the site (this higher figure was achieved to reflect Hart's affordable housing policy at that time).

The solicitor acting for Aster explains that the change to the clause is required as:

“The objective of the variation is that, when Aster charge the property shortly, they will be able to maximise valuation upon charge. At present, because the mortgagee exclusion clause (MEC) is outdated and not in line with the Securitisation Working Group wording published by the NHF (Officer note National Housing Federation), the lender will limit valuation to existing affordable housing use. The variation should facilitate a higher market valuation (subject to tenancies) which can be in excess of 40% higher.

The risk of the MEC ever being enforced and a lender selling on the open market is negligible as no lender to an RP has ever exercised power of sale. This is about hypothetical risk from a lender perspective.”

The Strategy and Enabling team have been consulted on the proposed changes. They would support Aster's application to pursue a Deed of Variation to the mortgagee exclusion clause in the original Section 106 to align this clause with the published NHF version, recognising that the wording is necessary to be able to secure funding against the properties.

As the original agreement included Hart as one of the signatories, their views have been sought on the proposed change and are awaited. An update will be given to the meeting although it is understood that Hart has agreed to this change and is in the process of completing a separate deed of variation.

5. Recommendation

That the request to vary the existing 106 agreement with a deed of variation, with detailed wording to be in consultation with the Council's Strategy and Enabling team, as outlined above be AGREED subject to the Council's costs to be paid by the applicant.

Tim Mills
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