

Public Document Pack



RUSHMOOR BOROUGH COUNCIL

DEVELOPMENT MANAGEMENT COMMITTEE

*at Princes Hall, Princes Way, Aldershot GU11 1NX on
Wednesday, 26th May, 2021 at 7.00 pm*

To:

VOTING MEMBERS

Cllr C.J. Stewart (Chairman)
Cllr L. Jeffers (Vice-Chairman)

Cllr Mrs. D.B. Bedford
Cllr P.I.C. Crerar
Cllr J.H. Marsh

Cllr Nadia Martin
Cllr Sophie Porter
Cllr Michael Hope

Cllr S.J. Masterson
Cllr T.W. Mitchell
Cllr Nem Thapa

NON-VOTING MEMBERS

Cllr Marina Munro (Cabinet Member for Planning and Economy) (ex-officio)

STANDING DEPUTIES

Cllr A.J. Halstead
Cllr A.K. Chowdhury

Enquiries regarding this agenda should be referred to Kathy Flatt,
Democracy and Community, 01252 398829 kathy.flatt@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.

a) **Amendment Sheet**

2. **MINUTES – (Pages 13 - 20)**

To confirm the Minutes of the meeting held on 21st April 2021 (copy attached).

3. **PLANNING APPLICATIONS – (Pages 21 - 144)**

To consider the Head of Economy, Planning and Strategic Housing's Report No. EPSH2114 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	20/00400/FULPP	Land at Former Lafarge Site, Hollybush Lane, Aldershot	For information
2	21/00231/FULPP	Nos. 209-211 Lynchford Road, Farnborough	For information
3	21/00333/FULPP	Parsons Barracks Car Park, Ordnance Road, Aldershot	For information

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

Item	Pages	Reference Number	Address	Recommendation
4	17-59	21/00108/REMPP	Zone K – Stanhope East and Zone M Buller, Wellesley, Aldershot Urban Extension,	Grant

			Alisons Road, Aldershot	
5	61-93	21/00187/FULPP	Farnborough International Exhibition and Conference Centre, ETPS Road, Farnborough	Grant
6	95-110	21/00235/FULPP	No. 69 Victoria Road and 3a Arthur Street, Aldershot	Grant (subject to Section 106 Planning Obligation or other suitable mechanism to secure contributions)
7	111-129	21/00355/ADV	Heritage Trail, Aldershot	Grant

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

4. APPEALS PROGRESS – (Pages 145 - 148)

To consider the Head of Economy, Planning and Strategic Housing's Report No. EPSH2115 (copy attached) on the progress of recent planning appeals.

5. ESSO PIPELINE PROJECT –

To receive a verbal update from the Head of Economy, Planning and Strategic Housing on the current position with regard to the Development Consent Order issued in respect of a Major Infrastructure Project to renew and partially realign the Southampton to London fuel pipeline which crosses Rushmoor Borough (Ref: 19/00432/PINS).

6. APPOINTMENTS TO STANDING CONSULTATION GROUP –

To appoint the Chairman and Vice-Chairman and one representative from each of the political groups to the Standing Consultation Group for the Municipal Year 2021/22.

7. APPOINTMENTS TO DEVELOPMENT MONITORING GROUPS –

1) Farnborough Town Centre

To appoint the Chairman or Vice-Chairman and the three Empress Ward Councillors to the Farnborough Town Centre Development Monitoring Group set up by the Committee during the 2021/22 Municipal Year.

2) **North Town – Aldershot**

To appoint the Chairman or Vice-Chairman and the three North Town Ward Councillors to the North Town Development Monitoring Group during the 2021/22 Municipal Year.

3) **Wellesley – Aldershot Urban Extension**

To appoint the Chairman or Vice-Chairman and the three Wellington Ward Councillors to the Wellesley Development Monitoring Group during the 2021/22 Municipal Year.

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
21st June 2017

Head of Planning

Declarations of interest

Name: Cllr _____

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

Agenda Item No.	Planning Application No.	Application Address	Reason

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AMENDMENT SHEET FOR
DEVELOPMENT MANAGEMENT COMMITTEE
26 May 2021

Agenda Item No.3 : Section A – Future Items : Page 15

1	20/00400/FULPP	<p>Development of site to create a leisure facility comprising aquatic sports centre including cafe, gym, equestrian centre accommodation and ancillary facilities; equestrian centre and associated stabling; 21 floating holiday lodges with associated car parking, landscaping and bund (revised proposals submitted 2 February 2021)</p> <p>Land at Former Lafarge Site Hollybush Lane Aldershot</p> <p>Consideration of additional and revised submissions is in progress. <i>The Committee has previously agreed that a Members' Site Visit will take place in respect of this case. This will be scheduled once the date for committee consideration is known.</i></p>
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Agenda Item No.3 : Section B – For the Noting of any Petitions : Page 16

Item	Reference	Description and address
3A	21/00333/FULPP	<p>Parsons Barracks Car Park, Ordnance Road, Aldershot</p> <p>A petition has been received comprising 222 individually addressed and signed copies of the same letter, all from correspondents who identify as Members of the Buddhist Community Centre UK (BCCUK) and attend the Buddhist Temple and Community Centre at 8 High Street adjacent to the application site. Objection is raised to the proposals on the following summary grounds:-</p> <p>(a) The proposed re-development would mean that the Parsons Barracks public car park would permanently no longer exist to be available for the use of members and others attending the adjacent Community Centre and Temple.</p> <p>(b) One of the major factors in the current Temple site being chosen by BCCUK was the ready availability of public car parking in the adjacent car park.</p> <p>(c) The Temple hosts various regular ritual ceremonies, including weddings, naming ceremonies and funerals. Some 30-40 ritual events are held each week. The Community Centre is also regularly used by schools, Scouts, Beavers and other community groups. Including visits and meditation programs, some 600 people attend the Temple each week.</p>

<p>3A Cont</p>		<p>(d) Most people attending the Temple arrive by car – some 40 or more cars connected with the Community Centre and Temple use the adjacent car park daily; and this would increase significantly when Covid restrictions are lifted. When religious festivals, celebrations and funeral events take place the number of attendees would increase dramatically.</p> <p>(e) There are no suitable nearby alternative parking facilities available without compromising the safety and convenience of devotees and/or causing nuisance to people in the area. As such, the day-to-day operation of the Community Centre and religious function of the Temple would be significantly adversely compromised by the proposals.</p> <p>(f) Concerns regarding the accessibility of the Community Centre and Temple, especially by people with disabilities, with mobility issues etc. Gaining access by parking in the adjacent car park enables relatively level access and safe dropping-off and picking-up, but this would no longer be possible if the proposed re-development were to be approved. The alternative, should the proposals proceed, would be for people to be dropped-off and picked-up by vehicles (coaches, mini-buses, taxis and cars) temporarily parking on the main road (A323 High Street) instead, giving rise to serious highway safety and convenience issues.</p> <p>(g) The BCCUK Community Centre and Temple play an important part in the life of both the Buddhist and Gurkha communities in Rushmoor, the surrounding area and also nationally.</p> <p>(h) There is concern that the proposed re-development of the car park with a Care Home is inappropriate due to the potential for noise and disturbance to Care Home occupants arising from daily activities at the Community Centre and Temple.</p> <p>(i) BCCUK Members are gravely concerned about the manner in which the Parsons Barracks car park has been prepared for sale to the current applicants for re-development. Ignoring the needs of the Community Centre and Temple is considered to be discriminatory; and the Council appear to be demonstrating a lack of commitment to its Nepali, Gurkha and Buddhist communities.</p> <p>[Officer Note: The matters raised in this final paragraph are undoubtedly of concern to members of BCCUK, however they are not considered to be issues that can be taken into account in the consideration of the current planning application on its planning merits. They are matters for the Council as the owner of the Parsons Barracks car park and the applicants as prospective purchasers and developers of the land. It is understood that the Council, in consultation with the applicants, is seeking to address the issues raised in discussions with BCCUK.]</p>
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Section C: Items for Determination

Item 4: page 17 - 60

Application number:	21/00108/REMP
Proposal	Part Approval of Reserved Matters for the construction of 430 residential dwellings together with associated landscape, access and parking in Part of Development Zone K (Stanhope Lines East) and Part of Development Zone M (Buller) pursuant to Condition 4 (1 to 21), attached to Hybrid Outline Planning Permission 12/00958/OUT dated 10th March 2014
Address	Zone K - Stanhope Lines East And Zone M Buller, Wellesley, Aldershot Urban Extension, Alisons Road, Aldershot, Hampshire

Updates to the Report

Revised Conditions

Amend Condition No.2 (Page 39)

Two drawings have been revised to correct a discrepancy between plans and elevations. The revision numbers have been added to Condition 2.

Approved plans

- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings and documents:

Drawings: 19165/S101; 19165/S102; 19165/P101 B; 19165/C101 A; 19165/C102 A; 19165/C103 A; 19165/C104 A; 19165/C105 A; 19165/C106 A; 19165/C107 A; 19165/C108 B; 19165/P105 A; 19165/P106 A; 19165/P107 A; 19165/P110; 19165/P111; 19165/P112; 19165/P113; 19165/P114; 19165/P115; 19165/P116; 19165/P117; 19165/P118; 19165/P119; 19165/P120; 19165/P121; 19165/P122; 19165/P123; 19165/P124; 19165/P125; 19165/P126; 19165/P134 B; 19165/P135 B; 19165/P136 B; 19165/P138 B; 19165/P139 B; 19165/P140 B; 19165/P141; 19165/P142 B; 19165/P143 B; 19165/P144 B; 19165/P130 B; 19165/P131 B; 19165/P132 B; 19165/P133 B; 19165/P137 B; **19165/P145A; 19165/P146A;** 19165/P150; 19165/P151; 19165/P152; 19165/P153; 19165/P154; 19165/P155; 19165/P156; 19165/P157; 19165/P158; 19165/P159; 19165/P160; 19165/P161; 19165/P162; 19165/P163; 19165/P164; 19165/P165; 19165/P166; 19165/P167; 19165/P168; 19165/P169; 19165/P170; 19165/P171; 19165/P172; 19165/P173; 19165/P174; 19165/P175; 19165/P176; 19165/P177; 19165/P178; 19165/P179; 19165/P181; 19165/P182; 19165/P183; 19165/P184; 19165/P190 A; 2940-LA-00 P2; 2940-LA-01 P2; 2940-LA-02 P2; 2940-LA-03 P2;

2940-LA-04 P2; 2940-LA-05 P2; 2940-LA-06 P2; 2940-LA-07 P2;
2940-LA-08 P2; 2940-LA-09 P2; 2940-LA-10 P2; 2940-LA-11 P2;
2940-LA-12 P2; 2940-LA-13 P2; 2940-LA-16 P4; 20-284-001 B;
20-284-002 B; 20-284-003 B; 20-284-004 B; 20-284-005 B; 20-284-006 B;
20-284-007 B; 20-284-008 B; 20-284-009 B; 20-284-010 B; 20-284-011 B;
20-284-012 B; 20-284-013 B; 20-284-014 B; 20-284-015 B; 20-284-016 B;
20-284-020 B; and 20-284-021 B.

Documents: Planning Statement (Savills, February 2021); Statement of Community Involvement (Savills, February 2021); Design & Access Statement (OSP, February 2021); Arboricultural Method Statement (James Fuller, February 2021); Noise Assessment ref: 784-B024516 (Tetra Tech, January 2021); Lighting Assessment ref: B024516 (Tetra Tech, February 2021); Ecological Impact Assessment (Lindsay Carrington Ecological Services Ltd, February 2021); Written Scheme of Investigation for Archaeological Evaluation ref: 213421.2 (Wessex Archaeology, February 2021); Combined Phase I Desk Study and Phase II Site Investigation ref LP2388 Issue 3 Report (Leap Environmental, 10th February 2021); Drainage Strategy and Maintenance Management Plan ref: 20-284 (Odyssey, March 2021); Landscape Management Plan (Allen Pyke Associates, February 2021); Energy Statement (Abbey Consultants, February 2021); Construction Traffic Management Plan ref 20-284 (Odyssey, February 2021); Construction and Environmental Management Plan (Odyssey, February 2021); Affordable Housing Development Zone Strategy and Reserved Matters Statement (Savills, February 2021); and Site Wide Affordable Housing Strategy, Revision 7 DRAFT (Grainger, February 2021).

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

Add Condition Nos.17, 18, 19, 20 and 21

Biodiversity Enhancement Details

- 17 Notwithstanding the details submitted with the application, no part of the residential accommodation hereby approved shall be occupied until details of an appropriate level of biodiversity enhancement to demonstrate bio-diversity net gain, have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the proposed hedgehog highway and planting, tree planting and other measures to create areas of additional nesting and foraging habitat for nesting birds and commuting bats. The details shall be submitted together with a schedule for implementation and a management plan. The details and measures shall be implemented as approved in accordance with the agreed timescales and retained thereafter for the life of the development.

Reason: To protect and enhance biodiversity.*

Landscaping & Trees

- 18 Prior to the commencement of the development hereby approved, a detailed hard and soft landscaping and planting scheme, including replacement semi-mature tree planting and measures for biodiversity enhancement, shall be submitted to and approved in writing by the Local Planning Authority. The scheme so approved shall be implemented in full prior to the first occupation of the relevant part of the development, or the first available planting season whichever is the sooner. Any tree/shrub removed, dying or becoming seriously diseased within five years of planting shall be replaced by trees/shrubs of similar size and species to those originally approved.

Reason: In the interests of the character and appearance of the area and biodiversity net gain.*

Removal of PD Rights - Porches

- 19 Notwithstanding the provisions of Class D, Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England), Order 2015 (or any Order revoking and re-enacting that Order), no erection or construction of a porch outside any external door on the principal elevation of a dwellinghouse shall be carried out without the prior permission of the Local Planning Authority.

Reason - To safeguard the character and appearance of the development

Removal of PD Rights – Roof Extensions

- 20 Notwithstanding the provisions of Class B, Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England), Order 2015 (or any Order revoking and re-enacting that Order), no enlargement of the dwellings hereby approved consisting of an addition or alteration to the roof shall be carried out without the prior permission of the Local Planning Authority.

Reason - To safeguard the character and appearance of the development and to protect the amenities of neighbouring occupiers.

Contamination Remediation

- 21 The development shall be carried out strictly in accordance with the Combined Phase I Desk Study and Phase II Site investigation Report (Leap Environmental February 2021) hereby approved to provide gas protection to all plots unless further testing which confirms this is not necessary is submitted to and agreed in writing by the local planning authority.

Reason - To safeguard future occupiers of the development

Amend Numbering for Archaeology Condition (Page 43)

Re-order and label as Condition No.22 to correct typo/missing number.

Additional representations received:

Three (3) representations of support have been received, two (2) are public representations and the other is from the Head Teacher of the Cambridge Primary School, Queen's Avenue.

Item 5 : pages 61 - 93

Application number:	21/00187/FULPP
Proposal:	Temporary permission until August 2024 for the erection of two sound stages, erection of workshops, and to change the use of existing hospitality chalets to ancillary offices for the purposes of film making until August 2024, together with ancillary works including installation of a permanent substation.
Address:	Farnborough International Exhibition and Conference Centre ETPS Road Farnborough Hampshire GU14 6FD

Updates to the report

Updated consultee comments

Hampshire County Council Highways – Reviewed the submitted documentation and requests additional clarification on how the measures will be enforced.

Officer comment: Clarification has been provided on the monitoring measures and review mechanisms.

Revised conditions

Following the receipt of a final Operational Management Plan and Transport Management Plan, Condition 8 and 9 are amended to read;

Operational management plan and Transport Management Plan (see page 81 – 81)

8) The development hereby approved shall be carried out in accordance with the Operational Management Plan 'Stage 50 – Farnborough International Site Operational Management Plan' and Highways Management Plan 'Vectos Farnborough International Limited. Temporary Film making Facilities and Associated Works Transport Management Plan 215824' This shall include public liaison meetings to address operational issues and amendments arising from subsequent review (See condition 9).

Reason - In the interest of residential amenity.

Review of Operational management plan and Transport Management Plan

9) Within 1 month of the occupation of the development for the purposes of filming, a review of the effectiveness of the Operational Management and Transport Management Plans shall be carried out by the applicants and submitted to the LPA to include recommendations for any amendments arising from operational conditions and a schedule for implementation of measures arising from this. Subsequent monitoring and review reports shall be submitted annually from the date of this permission for the duration of the temporary period.

Reason - In the interest of residential amenity.

Remove

Delete Condition 13 (p81) Thames Water have confirmed that, as the development will not result in new connections to the sewerage network, the condition is not required.

Amended representation

Amanda Rowley, Head Teacher of Wavell School has clarified that her objection was made as the Headteacher of the school and does not represent the view of the Governing Body.

Additional representations received –

Support comments

1 additional support comment from 31a Southampton Street stating ‘..no objections to the proposed plans for Farnborough international airport’.

Objection comments

Eight additional objections have been received from the following residential addresses and Cllr Thomas Mitchell:

13 & 14 Bowman House; 5 York Road; 13 Lewis House; 20 & 4 Whites Road and 18 Maitlands Road.

The objectors raise matters in relation to the issues set out on pages 67 -69 of the report: Visual impact; Daylight and sunlight; Residential amenity; Traffic; Financial benefits; Commencement of work without planning permission; Proximity to residential property; Impact on property values; Loss of view; Impact on mental health; No apparent change to revised sunlight and daylight report; Impact on aircraft safety; Glare from reflected light on roofs; Concern regarding operating noise; Pollution; Road damage; Location of smoking areas; Outraged by the recommendation to grant permission; Incompatible with climate change emergency; flexibility of operating hours should not be allowed; profit at the cost of the community; harmful support for the defence industry; no need for the development.

Officer comment: These matters are addressed in the main body of the report. The daylight and sunlight report was revised to correct an error in the ASPH figures. The heights of the buildings and the level of their foundations have been taken into account in the daylight and sunlight report. The angle and height of the roofs is not considered to result in adverse impact by way of glare to the extent that a reason for refusal could be supported on this ground. The development is not directly below the flight path and the buildings are positioned to avoid conflict with the operational parameters associated with the airport. The operational management plan has been revised to move the smoking areas away from the Queens gate development. The general operations of FIL and need for the development are not material to the determination of this planning application.

Cllr. Thomas Mitchell raises concerns regarding:

- The material change to what the site is currently used for with disproportionately large industrial buildings close to the flats.
- The proximity of sound stage 1 and sound stage 2 to the apartments on the Queensgate development. Specifically with regard to overshadowing and loss of light
- Inadequate management traffic plan.
- Effective monitoring of film crews and support staff and visitors avoiding travel during peak periods
- Control over access via designated gate.
- Working hours, and need for limit to the number of weekends and hours of use worked in a year.
- Heating/cooling and ventilation, foul and surface water drainage.
- Evidence for claimed employment provision and monitoring thereof
- Need for a liaison group between Local councillors, residents and Studio 50 to monitor problems on and around the site.

Cllr Mitchell states “At this time I do not support this proposal with so many unknowns and vague statements in the report”.

Item 7:

Application number: 21/00355/ADV
Proposal: Installation of nine totems relating to The Heritage Trail
Address: Proposed Heritage Trail Signage Marker Adj. Wellington Monument, Westgate, Manor Park, Princes Gardens, Railway Station, Military Museum, Napier Gardens, North Lane, Military Cemetery Aldershot Hampshire

The consultation period for this item ended on the 21/05/2021 after the publication of the committee report. No additional comments were received.

AGENDA ITEM No. 5

**Development Management Committee
26th May 2021**

Planning Report No. EPSH2116

Esso Pipeline Project

1. Introduction

The Head of Economy, Planning and Strategic Housing will give a verbal update on the current position with regard to the Development Consent Order issued in respect of the Major Infrastructure Project to renew and partially realign the Southampton to London fuel pipeline which crosses Rushmoor Borough.(Our Ref.19/00432/PINS).

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DEVELOPMENT MANAGEMENT COMMITTEE

Meeting held on Wednesday, 21st April, 2021 at 7.00 pm via Microsoft Teams and streamed live.

Voting Members

Cllr J.H. Marsh (Chairman)
Cllr C.J. Stewart (Vice-Chairman)

Cllr Mrs. D.B. Bedford
Cllr J.B. Canty
Cllr R.M. Cooper
Cllr P.I.C. Crerar
Cllr P.J. Cullum
Cllr K. Dibble
Cllr C.P. Grattan
Cllr Nadia Martin
Cllr B.A. Thomas

Non-Voting Member

Cllr Marina Munro (Planning and Economy Portfolio Holder) (ex officio)

67. DECLARATIONS OF INTEREST

Cllr C.J. Stewart declared a personal and prejudicial interest in respect of planning application 21/000048/REVPP (No. 1 North Close, Aldershot) in respect of his parents' ownership of a property in the vicinity and their submitted objections to the planning application. In accordance with the Members' Code of Conduct, he did not take part in the meeting during the discussion and voting thereon.

68. MINUTES

The Minutes of the meeting held on 17th March 2021 were approved and signed by the Chairman.

69. REPRESENTATIONS ON PLANNING APPLICATIONS

In accordance with the guidelines for public participation at meetings, the following representations were made to the Committee and were duly considered before a decision was reached.

Application No.	Address	Representation	In support of or against the application
21/00048/REVPP	No. 1 North Close, Aldershot	Ms. Lisa Walker	Against
21/00066/FULPP	Briarwood, Sorrel Close, Farnborough	Mr Stuart Duddy Mr Huw Mellor	Against In support

70. **SITE VISIT**

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

Application No.	Address	Reason for Site Visit
21/00187/FULPP	Farnborough International Exhibition and Conference Centre, ETPS Road, Farnborough	To assist in consideration of the full internal dimension of the stage area – site not fully visible from public viewpoints.

71. **PETITIONS**

RESOLVED: That the petitions received in respect of the following application be noted, as set out in the Head of Economy, Planning and Strategic Housing’s Report No. EPSH2110 (as amended at the meeting):

Application No.	Address
21/00048/REVPP	No. 1 North Close, Aldershot

72. **PLANNING APPLICATIONS**

RESOLVED: That

- (i) permission be refused for the following application, as set out in Appendix “A” attached hereto, for the reasons mentioned therein:
 - * 21/000048/REVPP No. 1 North Close, Aldershot
- (ii) the following application be determined by the Head of Economy, Planning and Strategic Housing in consultation with the Chairman:
 - * 21.00066/FULPP Briarwood, Sorrel Close, Farnborough
- (iii) the applications dealt with by the Head of Economy, Planning and Strategic Housing, 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 Economy, Planning and Strategic Housing's Report No. EPSH2110, be noted;

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

20/00400/FULPP	Land at former Lafarge site, Hollybush Lane, Aldershot
21/00231/FULPP	Nos. 209-211 Lynchford Road, Farnborough
21/00108/REMPP	Zone K (Stanhope Lines East) and Zone M (Buller Wellesley), Aldershot Urban Extension, Alisons Road, Aldershot
21/000187/FULPP	Farnborough International Exhibition and Conference Centre, ETPS Road, Farnborough

* The Head of Economy, Planning and Strategic Housing's Report No. EPSH2110 in respect of these applications was amended at the meeting

73. PLANNING APPLICATION 21/00048/REVPP - NO. 1 NORTH CLOSE, ALDERSHOT

The Committee considered the Head of Economy, Planning and Strategic Housing's Report No. EPSH2110 regarding the variation of planning condition 15 attached to planning permission 17/00344/REVPP dated 22.6.17 for the erection of a restaurant with a drive-through takeaway facility, to allow permitted hours of use from 0600 hours to 0000 hours, seven days per week, instead of 0700 hours to 2300 hours at No. 1 North Close, Aldershot.

Before consideration of the application, the Committee was addressed by Ms. Lisa Walker in opposition to the planning application.

During consideration of the application, Members spoke of issues in connection with the impact of noise, air pollution and light pollution on neighbouring properties and the impact on quality of life with the premises starting operation at 0600 hours and going through to midnight every day.

The Committee agreed that the final wording of the refusal should be drafted for the Chairman's approval.

RESOLVED: That planning permission/consent be refused, as set out in Appendix "A" attached hereto for the reasons mentioned therein.

74. PLANNING APPLICATION NO. 21/00066/FULPP - BRIARWOOD, SORREL CLOSE, FARNBOROUGH

The Committee received representations from Mr. Stuart Duddy (against the planning application) and Mr. Huw Mellor (in support of the planning application).

The Committee then considered the Head of Economy, Planning and Strategic Housing's Report No. EPSH2110 (as amended at the meeting) regarding the erection of 10 three-bedroom three-storey detached houses with vehicular access from Sorrel Close, together with associated parking, internal access driveway and landscaping.

RESOLVED: That, subject to the completion of a satisfactory Planning Obligation under Section 106 of the Town and Country Planning Act 1990 by 24th May 2021 to secure the SAMMs SPA and Public Open Space contributions as set out in the Head of Economy, Planning and Strategic Housing's Report No. EPSH2110 (as amended at the meeting), the Head of Planning, in consultation with the Chairman, be authorised to grant planning permission subject to the planning conditions and informatives set out in the Report (and as amended at the meeting).

However, in the event that a satisfactory Section 106 Agreement is not received by 24th May 2021, the Head of Planning, in consultation with the Chairman, be authorised to refuse planning permission on the grounds that the proposal does not provide 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 adopted Rushmoor Local Plan Policy NE1; and, does not make appropriate provision for Public Open Space in accordance with the requirements of the Rushmoor Local Plan Policy DE6.

75. **ENFORCEMENT AND POSSIBLE UNAUTHORISED DEVELOPMENT**

The Committee received the Head of Economy, Planning and Strategic Housing's Report No. EPSH2111 which set out details of action taken:

(1) **Nos. 24-26 Church Lane East, Farnborough**

The Committee was advised in respect of non-compliance with planning condition No. 2 of planning permission 17/00575/REVPP dated 25th August 2020 at Nos. 24-26 Church Lane East, Aldershot to undertake and complete the construction of improvements to the vehicular access into the approved development to create a bell-mouth at the junction with Church Lane East. The reason for the planning condition had been that failure to undertake the approved works before the new dwelling houses were occupied would give rise to conditions likely to be to the detriment of the safety and convenience of highway users.

It was noted that an Enforcement Notice could have been issued to require compliance with the planning condition, but this would have extended the timescales for compliance. It had been felt that a Breach of Condition Notice would be a more expeditious means of securing compliance. Taking no action would not have addressed the highway safety and convenience issues.

(2) **No. 162 Fleet Road, Farnborough**

The Committee was advised that, following dismissed appeals against an Enforcement Notice which had been issued on 6th July 2020 requiring the removal

of a partially open-sided outbuilding and reduction in height of a front boundary fence and gates to one metre and an appeal against the refusal of planning permission for the retention of a two metre high timber fence with access gate to the front of the property and covered carport. The date for the compliance with the requirements of the Enforcement had been 6th April 2021.

It was noted that officers had visited the site on 6th April 2021 and had observed that the open-sided outbuilding had been removed and the fence and gate had been reduced to one metre in height. The requirements of the Notice had been met and the breach of planning control had been resolved.

RESOLVED: That the Head of Economy, Planning and Strategic Housing's Report No. EPSH2111 be noted.

76. **APPEALS PROGRESS REPORT**

Appeal Decision

Planning Application No.	Description	Decision
20/00593/FULPP	Against the Council's refusal of planning permission for alterations and extensions to the existing dwelling to form 2 three-bedroom semi-detached dwellings and 1 three-bedroom detached dwelling house with parking and additional dropped kerb at land at No. 16 Churchill Avenue, Aldershot	Dismissed

RESOLVED: That the Head of Economy, Planning and Strategic Housing's Report No. EPSH2112 be noted.

77. **PLANNING (DEVELOPMENT MANAGEMENT) SUMMARY REPORT FOR THE QUARTER JANUARY - MARCH 2021 AND FOR THE YEAR 2020-21**

The Committee received the Head of Economy, Planning and Strategic Housing's Report No. EPSH2113 which provided an update on the position with respect to achieving performance indicators for the Development Management Section of the Planning Service and the overall workload of the Section for the quarter from 1st January to 31st March, 2021 and for the year 2020/21.

RESOLVED: That the Head of Economy, Planning and Strategic Housing's Report No. EPSH2113 be noted.

The meeting closed at 8.43 pm.

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Appendix "A"

Application No. 21/00048/REVPP 22nd January 2021
& Date Valid:

Proposal: Variation of condition 15 attached to planning permission 17/00344/REVPP dated 22.06.2017 for the erection of restaurant with drive-thru and takeaway facility, to allow permitted hours of use from 06:00 to 00:00, 7 days a week at **1 North Close Aldershot Hampshire GU12 4HA**

Applicant: McDonalds Restaurants Ltd

Reason: The proposed permanent extended customer opening hours would give rise to unneighbourly nuisance impacts on neighbouring residential properties due to lighting and activity early in the morning and late at night to the detriment of the living environment and amenities of occupiers of those residential properties. The proposals are thereby unacceptable having regard to Policies SS1, DE1 and DE10 of the adopted Rushmoor Local Plan (2014-2032) and the National Planning Policy Framework and Guidance.

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Development Management
Committee 26th May 2021

Head of Economy, Planning
and Strategic Housing
Report No.EPSH2114

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 Local Plan (February 2019), the Hampshire Minerals and Waste Plan (October 2013) and saved Policy NRM6 of the South East Plan.
- 3.2 Although not necessarily specifically referred to in the Committee report, the relevant development plan will have been used as a background document and the relevant policies taken into account in the preparation of the report on each item. Where a development does not accord with the development plan and it is proposed to recommend that planning permission be granted, the application will be advertised as a departure and this will be highlighted in the Committee report.

4. Human Rights

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

5. Public Speaking

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

6. Late Representations

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

- b) Representations from both applicants and others made **after** the expiry of the final closing date for comment and received **after** the report has been published will not be accepted unless they raise a new material consideration which has not been taken into account in the preparation of the report or draws attention to an error in the report.
- c) Representations that are sent to Members should not be accepted or allowed to influence Members in the determination of any planning application unless those representations have first been submitted to the Council in the proper manner (but see (b) above).
- d) Copies of individual representations will not be circulated to members but where the requisite number of copies are provided, copies of individual representation will be placed in Members' pigeonholes.
- e) All letters of representation will be made readily available in the Committee room an hour before the Committee meeting.

7. Financial Implications

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

Tim Mills
Head of Economy, Planning and Strategic Housing

Background Papers

- *The individual planning application file (reference no. quoted in each case) Rushmoor Local Plan (Adopted Feb 2019)*
- *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).*

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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	20/00400/FULPP	<p>Development of site to create a leisure facility comprising aquatic sports centre including cafe, gym, equestrian centre accommodation and ancillary facilities; equestrian centre and associated stabling; 21 floating holiday lodges with associated car parking, landscaping and bund (revised proposals submitted 2 February 2021)</p> <p>Land At Former Lafarge Site Hollybush Lane Aldershot Hampshire</p> <p>Consideration of additional and revised submissions is in progress.</p>
2	21/00231/FULPP	<p>Erection of an apartment building and ten terraced houses comprising a total of 17 dwellings (3 x 1-bed, 4 x 2-bed and 10 x 3-bed) with associated landscaping and parking, with vehicular access from Morris Road, following demolition of all buildings on site</p> <p>209 - 211 Lynchford Road Farnborough Hampshire GU14 6HF</p> <p>This application has only recently been received and consultations are under way.</p>

3	21/00333/FULPP	<p>Erection of 3 storey, 66-bed care home for general residential and dementia affected elderly people, with associated car parking, access and landscaping</p> <p>Parsons Barracks Car Park, Ordnance Road Aldershot</p> <p>This application has only recently been received and consultations and the neighbour notification period have, at the time of writing, not yet expired. This application is likely to be reported to this Committee in June.</p>
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Section B

Petitions

Item	Reference	Description and address
		There are no petitions to report

Development Management Committee
26th May 2021

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	Maggie Perry
Application No.	21/00108/REMPP
Date Valid	12th February 2021
Expiry date of consultations	5th May 2021
Proposal	Part Approval of Reserved Matters for the construction of 430 residential dwellings together with associated landscape, access and parking in Part of Development Zone K (Stanhope Lines East) and Part of Development Zone M (Buller) pursuant to Condition 4 (1 to 21), attached to Hybrid Outline Planning Permission 12/00958/OUT dated 10th March 2014
Address	Zone K - Stanhope Lines East And Zone M Buller, Wellesley, Aldershot Urban Extension, Alisons Road, Aldershot, Hampshire
Ward	Wellington
Applicant	Mr Robin Pearmain on behalf of Taylor Wimpey (West London) and Grainger (Aldershot Ltd.)
Agent	Mr Peter Warren (Savills)
Recommendation	GRANT

Description

Background & Site:

On the 10th March 2014 hybrid outline planning permission (ref: 12/00958/OUT) was granted for the redevelopment of land at the Ministry of Defence's former Aldershot Garrison for up to 3,850 no. dwellings together with associated infrastructure, including a neighbourhood centre, employment provision, schools and a suite of Suitable Alternative Natural Greenspace (SANG). The Aldershot Urban Extension is known as Wellesley.

The Wellesley Master Plan, approved as part of hybrid outline planning permission ref: 12/00958/OUT is divided into a series of manageable areas called Development Zones. Condition 4 of the outline planning permission sets out the reserved matters that require approval prior to the commencement of each development zone.

The application site of 13.48 hectares comprises part of Development Zone K (Stanhope Lines East) and part of Development Zone M (Buller). The latest approved Illustrative Delivery Plan

for Wellesley (Affordable housing Strategy Revision 6) indicates that Development Zone K Stanhope Lines East will deliver 250 units and Development Zone M Buller will deliver 235 residential units (a total of 485).

The application site does not include Parade Park or the proposed destination play area located at the western end of Zone K, which will be considered with the Neighbourhood Centre (Development Zone L). It is also noted that the s106 legal agreement for Wellesley includes a requirement for up to 100 Extra Care Units within Buller Zone. This will be submitted as a future stand alone application.

Development Zone K (Stanhope Lines East) is in the Aldershot Military Conservation Area. This is subject to an Article 4 Direction which restricts certain Permitted Development Rights. The site is described in greater detail in the commentary below.

The Proposal

This Reserved Matters Application (RMA) is submitted part pursuant to Condition 4 (1 to 21), attached to hybrid outline planning permission 12/00958/OUT dated 10th March 2014.

The application is for the construction of 430 residential dwellings, together with associated landscaping, access and parking. The development would range from 2 to 4 storeys in height and would comprise a mix of houses and flats. 129 of the dwellings would provide affordable housing. Vehicular and pedestrian access would be from Alisons Road via Maida Road from the north east, Mandora Road and Steeles Road from the east, Queen's Avenue from the west, and Hope Grant's Road from the south.

Various amendments have been made to the development proposals during the course of the planning application in response to consultee responses and Officer advice to address relevant planning policies and guidance. These amendments are discussed in corresponding sections of the report.

Reserved Matters

Condition 4 of the hybrid outline planning permission sets out the 'reserved matters' that require approval prior to the commencement of each Development Zone, as follows:

- 1) Scale and external appearance;
- 2) Landscaping (hard and soft);
- 3) Ecology;
- 4) Remediation;
- 5) Air quality (if required);
- 6) Heritage Trail Details;
- 7) Infrastructure and Drainage ;
- 8) Trees;
- 9) Levels;
- 10) Construction Environmental Management Plan;
- 11) Construction Traffic Management Plan;
- 12) Statement of Compliance with Design Code 3;
- 13) The layout of the development, including the positions and widths of roads and footpaths;
- 14) Landscaping, including a landscaping design showing the planting proposed to be undertaken, the means of forming enclosures, the materials to be used for paved and

- hard surfaces and the finished levels in relation to existing levels;
- 15) The design and external appearance of all buildings, plant and tanks, including details of the colour and texture of external materials to be used, together with samples of all external facing and roofing materials;
 - 16) The layout of foul sewers and surface water drains;
 - 17) The measures to be taken to protect adjacent areas from excessive noise;
 - 18) Measures to protect the occupiers of residential property from external noise;
 - 19) The provision to be made for street lighting including measures to prevent spillage and light pollution;
 - 20) The provision to be made for the storage and removal of refuse from the premises,
 - 21) Archaeological watching brief.

The Applicant's Planning Statement sets out a list of the relevant documents to be considered in relation to each of the reserved matters. The planning application (including drawings) is accompanied by the following supporting documents:

- Planning Statement (Savills, February 2021);
- Statement of Community Involvement (Savills, February 2021);
- Design & Access Statement (OSP, February 2021)
- Arboricultural Method Statement (James Fuller, February 2021);
- Noise Assessment ref: 784-B024516 (Tetra Tech, January 2021)
- Lighting Assessment ref: B024516 (Tetra Tech, February 2021)
- Ecological Impact Assessment (Lindsay Carrington Ecological Services Ltd, February 2021);
- Written Scheme of Investigation for Archaeological Evaluation ref: 213421.2 (Wessex Archaeology, February 2021)
- Combined Phase I Desk Study and Phase II Site Investigation ref LP2388 Issue 3 Report (Leap Environmental, 10th February 2021)
- Drainage Strategy and Maintenance Management Plan ref: 20-284 (Odyssey, March 2021)
- Landscape Management Plan (Allen Pyke Associates, February 202);
- Energy Statement (Abbey Consultants, February 2021);
- Construction Traffic Management Plan ref 20-284 (Odyssey, February 2021);
- Construction and Environmental Management Plan (Odyssey, February 2021);
- Affordable Housing Development Zone Strategy and Reserved Matters Statement (Savills, February 2021):
- Site Wide Affordable Housing Strategy, Revision 7 DRAFT (Grainger plc, February 2021).

Consultee Responses

RBC Housing Strategy and Enabling Team:	Confirmed no objection.
RBC Arboricultural Officer:	No comments.
RBC Community - Contracts:	Confirmed no objection subject to clarification of specific points.
RBC Planning Policy:	No objection in principle. Provided detailed comments.

RBC Environmental Health:	Confirmed no objection.
RBC Conservation Officer:	Confirmed no objection.
HCC Highways Development Planning:	Confirmed no objection.
HCC Senior Archaeologist:	Confirmed no objection.
HCC Surface Water Drainage:	Confirmed no objection subject to further information that will be submitted under Condition 13 of the Outline Planning Permission.
Basingstoke Canal Authority:	No comments.
Natural England:	Confirmed no objection.
Hampshire Fire & Rescue Services:	Provided general guidance and advice. <i>Response: These comments have been forwarded to the Applicant for consideration.</i>
Crime Prevention Design Advisor:	Provided guidance and advice. <i>Response: These comments have been forwarded to the Applicant's Planning Agent for consideration.</i>
Thames Water:	Confirmed no objection.
Southern Gas Network:	No comments
South East Water:	No comments.
Aspire Defence Services Ltd.	No comments
Aldershot Garrison:	No comments .

Neighbours notified

In addition to posting two (2) site notices and a press advertisement, seventy-two (72) letters of notification were sent to neighbouring owner/occupiers. The overall consultation period expired on 19th March 2021.

A Statement of Community Involvement was submitted with the planning application. The statement confirms that the Applicant's project team produced a consultation leaflet which "described the proposal and all key aspects of the design of the development parcels, making use of imagery and providing a layout of the proposed development. The leaflet provided contact details to which interested persons could provide a response, along with the final date for comment." The leaflet was issued to households adjacent to the proposed development parcels, local ward Councillors, the Head Teacher of the Cambridge Primary School and the Wellesley Residents Association.

The statement also confirms that “a detailed programme of engagement was undertaken with the Local Planning Authority, from design inception to the submission of the planning application. In total, eight pre-application meetings were held between Taylor Wimpey and Rushmoor Borough Council between the 2 November 2020 and 2 February 2021.”

Neighbour comments

Six third-party representations raising objection have been received from the occupiers of residential properties at 16 Inkerman Way, 4 Hope Grant’s Road, 6 Hope Grant’s Road, 22 Hope Grant’s Road, 26 Hope Grant’s Road and 10 Bowden House (15 Hospital Road), Wellesley. The following points are made

- “Contrary to Local Planning Policies
- Loss of Trees
- Overlooking/loss of privacy
 - i. The three-storey apartment block proposed on the corner of Hope Grants Road would over-look our garden.
- Visual Harm
- Unacceptable design or appearance
- Unacceptable size layout or density
 - i. The mixture of proposed apartments, semis and detached housing would not provide rhythm and symmetry on Hopes Grant’s Road.
 - ii. The houses should match those on the opposite side of the road within the adjoining development zones.
 - iii. Existing views will be blocked by the proposed taller buildings in Hope Grant’s Road.
 - iv. Hope Grant’s Road should not be a bus route as this will become a main traffic and pedestrian thoroughway.

Case Officer’s Response: Hope Grant’s Road was identified and approved as a primary road and a bus route in the Outline Planning Permission and associated s106 legal agreement.

- v. This area was always meant to be left as a park or open space on the original plans for Wellesley

Case Officer’s Response: The proposed size and layout of the linear park reflects the approved masterplan for Wellesley. The approved masterplan and the associated Design Codes include housing along the northeast side of Hope Grant’s Road

Unless specifically responded to above, the material planning considerations raised above are discussed in the main body of the committee report under the relevant headings.

The following comments received are not material planning considerations:

- The apartment block and semidetached houses will devalue the existing detached houses in Hope Grant's Road.
- Low cost housing attracts low income household sectors and will impact our investments.
- When we purchased the properties, we were told that there would be a park directly opposite us and shops. We have been mis-sold.

Policy and determining issues

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 *Rushmoor Local Plan* was formerly adopted by the Council on 21st February 2019. In addition to the *Rushmoor Local Plan*, the development plan for Rushmoor includes the *Hampshire Minerals and Waste Plan* (adopted in October 2013) and saved Policy NRM6 of the *South East Plan* (adopted in May 2009).

The following policies of the Rushmoor Local Plan are relevant to this proposal:

SS1	Presumption in Favour of Sustainable Development
SS2	Spatial Strategy
SP5	Wellesley
IN1	Infrastructure & Community Facilities
IN2	Transport
HE1	Heritage
HE3	Development within or adjoining a Conservation Area
HE4	Archaeology
DE1	Design in the Built Environment
DE2	Residential Internal Space Standards
DE3	Residential Amenity Space Standards
DE4	Sustainable Water Use
DE6	Open Space, Sport & Recreation
DE7	Playing Fields and Ancillary Facilities
DE10	Pollution
LN1	Housing Mix
LN2	Affordable Housing
NE1	Thames Basin Heaths Special Protection Area
NE2	Green Infrastructure
NE3	Trees and Landscaping
NE4	Biodiversity
NE8	Sustainable Drainage Systems

The Council's adopted supplementary planning documents (SPDs) 'Car and Cycle Parking Standards', 2017, Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (AMS) as updated April 2021 and Aldershot Military Conservation Area Appraisal and Management Plan (RBC, February 2021) are also relevant.

The *National Planning Policy Framework (NPPF)*, which was revised and came into force on 19th February 2019, and The Department for Communities and Local Government's Technical Housing Standards (2015) are material considerations.

The proposals have been assessed against the policy framework outlined above and all other relevant material considerations. The main determining issues in the assessment of the proposals are:

- The principle of development
- Housing tenure & mix
- Layout, massing & design
- Heritage & conservation
- Transport, parking & access
- Impact on neighbours
- Living environment created for future residents
- Nature conservation and trees
- Flood risk & drainage
- Sustainable construction & renewable energy
- Archaeology

Commentary

The principle of development –

The site falls within the defined urban area of Aldershot and forms part of the wider Aldershot Urban Extension (Wellesley) development as described in Policy SP5 (Wellesley) of the Rushmoor Local Plan. The Aldershot Urban Extension is a key part of Rushmoor's strategy for meeting the Borough's long-term housing needs and for supporting the economic growth and regeneration of Aldershot Town Centre.

The principle of the residential redevelopment of the application site and specifically Zone K (Stanhope Lines East) and part of Development Zone M (Buller) was established with Hybrid Outline Planning Permission 12/00958/OUT. The approved Wellesley Master Plan is divided into a series of manageable areas called Development Zones. Condition 4 of the outline planning permission sets out the reserved matters that require approval prior to the commencement of each development zone.

The application site comprises part of Development Zone K (Stanhope Lines East) and part of Development Zone M (Buller). The latest approved Illustrative Delivery Plan for Wellesley (Affordable housing Strategy Revision 6) indicates that Development Zone K Stanhope Lines East will deliver 250 units and Development Zone M Buller will deliver 235 residential units (a total of 485 private and affordable units). It is also noted that the s106 legal agreement for Wellesley includes a requirement for up to 100 Extra Care Units within Buller Zone, to be submitted as a future standalone application. The current application proposes residential 430 units and does not incorporate the proposed Extra Care Site at Buller Development Zone.

A set of Design Codes was approved as part of the outline planning application. Design Code Document 1 sets out general design code principles and Design Code Document 2 provides definitions and technical specifications. These documents apply to the entire AUE site, whereas a Design Code Document 3, providing zone-specific requirements, is required for each Development Zone (secured by Condition 3 of the outline permission).

A Design Code Document 3 and Arboricultural Method Statement was approved for Zone K Stanhope Lines East on 7th July 2020 (ref: 19/00802/CONDPP) and Zone M Buller on 8th July 2020 (ref: 19/00858/CONDPP). These documents have informed the design of the Reserved Matters Application. The Planning Statement submitted with the Reserved Matters Application incorporates a 'Schedule of Compliance with the Approved Design Principles (Design Code Document 3), in accordance with the requirements of Condition 4 of the outline permission.

In summary, it is considered that the Reserved Matters Application proposals, as amended during the course of the planning application, sufficiently reflect the terms of the outline planning permission, parameter plans and the principles of the Design Code 3 documents as approved. The proposals are acceptable in principle, subject to detailed assessment against relevant national and local planning policies and guidance.

Housing Tenure & Mix –

The current scheme for 430 dwellings at Zone K (Stanhope Lines East) and at Zone M (Buller) would comprise of 54 one-bed flats, 42 two-bed flats, 104 two-bed houses, 159 three-bed houses, 54 four-bed houses and 17 five-bed houses.

The table below provides details of tenure and mix:

Dwelling type	1-bed	2-bed	3-bed	4-bed	5-bed	Total
Affordable Flats	38	19				57
Affordable Houses	0	33	27	12		72
Private Flats	16	23				39
Private Houses		71	132	42	17	262
Totals	54	146	159	54	17	430

Table 1: Accommodation schedule

The development would deliver a large proportion of two and three bedroom dwellings, and this mix has been established through the Hybrid Outline Planning Permission's site-wide housing mix and in accordance with the updated Affordable Housing Strategy. Further, the proposed mix is welcome in the context of the Strategic Housing Market Assessment (SHMA) 2016, which identifies the number of homes and the mix of housing which will be required within the Hart, Rushmoor and Surrey Heath Housing Market Area to meet future need. In this regard, the SHMA suggests that the greatest demand between 2014 and 2032 in Rushmoor will likely be for two and three-bedroom homes. The proposal is therefore consistent with Policy LN4 (Housing Mix).

Affordable Housing

Whilst Policy LN2 (Affordable Housing) of the Local Plan requires a minimum of 30% of dwellings to be provided as affordable homes on sites of 11 or more dwellings, Policy SP5 requires a minimum of 35% of all residential units at Wellesley to be provided as affordable

housing, which is reflected within the s106 legal agreement associated with hybrid outline permission 12/00958/OUT. The Wellesley s106 legal agreement further specifies that 60% of the affordable housing shall be affordable/social rented and 40% intermediate (shared ownership).

Paragraphs 2.11, 2.12 and 2.13 of the Wellesley legal agreement require an Affordable Housing Development Zone Strategy (AHDZS) to be submitted to the Council for approval with the first Reserved Matters Application in any Development Zone. The strategy should set out the number of estimated Reserved Matters Applications within the Development Zone and the proposed quantum of affordable housing units provided for each application to be applied within that Development Zone.

Each subsequent Reserved Matters should be accompanied by a statement confirming the proposals for affordable housing within the reserved matters application area are in compliance with the Affordable Housing Strategy. To allow a degree of flexibility, the Affordable Housing Strategy (AHS) contained within Schedule 16 of the Wellesley s106 permits a variance of 5% of affordable housing between individual Development Zones, i.e. each Development Zone should provide between 30% and 40% affordable housing. This is to allow for site specific constraints.

In accordance with the above, an Affordable Housing Development Zone Strategy and Reserved Matters Statement has been submitted with the current application, together with a Draft Affordable Housing Strategy Revision 7 (February 2021). These strategies reflect adjustments which have been agreed in principle with the Council's Housing Strategy and Enabling Officer. A condition is proposed to secure a finalised Revision 7 of the Affordable Housing Strategy, which forms part of the original Wellesley s106 legal agreement.

The Council's Housing Strategy and Enabling Officer has confirmed the numbers and the tenure split proposed are acceptable. 129 of the total 430 units proposed would deliver affordable housing (AH), of which 78 (60%) would be affordable rent and 51 (40%) intermediate/shared ownership. It is noted that the minimum number of AH, 30% overall has been provided in this RMA but this falls within the agreed % variance built into the AHS.

The scheme has been designed to be tenure blind and the application confirms that all affordable units have been designed to meet the Nationally Described Space Standards reflected in Local Plan policy DE2. During the pre-application process amendments to the scheme's layout were secured to improve the clustering of affordable housing within the scheme, in response to the Council's Housing Strategy and Enabling Officer's advice.

There is a requirement for 10% of the affordable rented dwellings on any Reserved Matters Area to be wheelchair user homes to meet the requirements of Building Regulations Part M4(3), taking into account guidance produced by Habinteg. In this regard 8 of the affordable rented units would meet wheelchair-housing standards with direct access to disabled parking. The proposed wheelchair units would comprise 2 x one-bedroom flat, 1 x two-bedroom flat, 3 x 2 two-bedroom houses and 2 x three-bedroom houses.

Design & Impact on Heritage Assets -

The Design Codes

The current Reserved Matters Application relates to part of Zone K - Stanhope Lines East and part of Zone M – Buller Development Zones. The Development Zones Matrix contained within

the approved Design Code Document 1 – General Design Principles (DCD1) of the Outline Planning Permission, identifies the character areas and level of code control within each of the Wellesley Development Zones.

DCD1 describes the key elements of Stanhope Lines East as:

- Residential Use
- Maximum height of 5 storeys
- Character Areas C, E & F (Sub character areas C2-3, E 1-5 & F3)
- Code control HOT
- Within a Conservation Area (Aldershot Military Town Conservation Area)
- Predominantly render & brick
- Retained trees
- Listed Monument
- Demolition of existing buildings
- Destination Play Space

DCD1 describes the key elements of Buller as:

- Residential Use
- Maximum height of 5 storeys
- Character Areas D, E & I (Sub character areas D4, E1 & I1)
- Code control HOT and COLD
- Predominantly render & brick
- Retained trees
- Listed Monument
- Demolition of existing buildings
- Destination Play Space

Stanhope Lines East - Development Zone K:

The illustrative concept plan contained in DCD1 shows Stanhope Lines East as a rectangular zone with residential development arranged around a linear urban park. It is positioned centrally within the Wellesley development and bounded by 10 other Development Zones.

The existing character of Stanhope Lines East is defined by areas of open lawn and mature trees which historically formed part of the military parade ground. Tree works and the demolition of existing buildings on the site has recently taken place. The gradient of the site falls significantly over the width of the site from Hope Grant's Road to Steele's Road.

At its western end the zone fronts Queen's Avenue and the proposed Neighbourhood Centre (Zone L) to the north. Approved Design Code Document 3 explains "*There are no built areas of landscape value proposed to be retained within the zone however the relationship with heritage features at Queen's Avenue and the Neighbourhood Centre are key*". In this regard the Grade II Listed 4th Division Headquarters building bounds the site to the north and the 8th Division WW1 Memorial falls within the north west corner of the site, fronting Queen's Avenue.

The significance and importance of this zone within Wellesley is reflected by its designation as a 'Hot Area' within the Variable Levels of Design Code Control, where hot areas have the most code control and cold areas have minimal control. Zone K Stanhope Lines East, falls within

Character Areas C, E, F (Sub-character areas C2, C3, E1-5 and F3) (As amended by the approved DCD3).

Buller - Development Zone M:

Development Zone M (Buller) is bordered to the north by Alison's Road, to the east by Zone N - God's Acre, to the south by Zone K – Stanhope Lines East and to the west by Neighbourhood Centre (Zone L). It is identified for residential development up to 100 Extra Care Units, as required by the s106 legal agreement. In this regard, the current application site plan excludes the north west corner of the zone, which has been identified as the proposed location of the Extra Care Facility. This will form a future stand alone Reserved Matters Application.

Similar in character to Zone K, the existing site is largely characterised by open lawn with mature trees along the boundaries. Demolition of some existing buildings in the southeast corner of the site has taken place. The approved Design Code Document 3 explains "*There are no built areas of landscape value proposed to be retained within the zone however the relationship with heritage features on Queen's Avenue and the Neighbourhood Centre are key*". In this regard the Grade II Listed 4th Division Headquarters buildings bound the site to the west. There is a Site of Importance for Nature Conservation (SINC) to the north of the zone consisting of a grassed road verge and a number of mature trees.

The north, south and west perimeters of the zone are designated as 'Hot Areas' within the Variable Levels of Design Code Control, where hot areas have the most code control and cold areas have minimal control. This designation reflects the sensitive position of site which fronts the primary route of Alison's Road to the north and the heritage assets with the Neighbourhood Centre (4th Division HQ Buildings) to the west. The interior of the zone is 'Cold' where there is the least amount of code control. Zone M - Buller, falls within Character Areas D, E, I (Sub-character areas D4, E1 and I1)

Layout, Massing & Design

The Planning Statement and comprehensive Design & Access Statement submitted with the application, demonstrate the scheme's compliance with the approved Design Codes for each character/ sub-character area within the Development Zones.

The proposed scheme would range from 2 to 4 storeys in height, comprising of a mix of houses and flats. This phase will deliver the eastern side of the proposed Stanhope Lines linear park, which is the key area of public open space at the heart of Wellesley.

At 40DPH and 45.1DPH the residential density of the proposals falls well within the low and medium densities approved for Zones K and M respectively. The scheme reflects the layout of the illustrative Wellesley Masterplan and the approved parameter plans in relation to layout and road hierarchy (dwg.PP7). The Design and Access Statement demonstrates how the proposed development complies with the setbacks, degrees of street frontage enclosure and material palettes prescribed by the Design Codes.

The proposed building heights would fully accord with the outline planning application Maximum Building Heights Parameter Plan PP4, which stipulates that the majority of the site may accommodate buildings of up to 5 storeys or 20 metres. A diagonal section through the centre of the site would be retained towards Cambridge Military Hospital would provide a view corridor, where buildings would not exceed 3 storeys or 12 metres in height.

A considerable amount of work was carried out at the pre-application stage to ensure that the architecture and detailing of the proposed dwellings would complement the character and quality of the existing adjoining development at Wellesley, particularly within adjoining frontages of Zone A Maida and Zone D McGrigor to the south. Further, during the course of the planning application, the Applicant has worked closely with RBC to secure further positive amendments and improvements to detailed design and appearance of the proposed apartment blocks.

Character, Appearance & Impact on Heritage Assets

The following commentary is structured around the key character areas of the proposed development:

Hope Grant's Road & Steele's Road

Design Code Document 1 describes the proposals for two formal tree-lined avenues along the north and south edges of the Character Area (Steele's Road and Hope Grant's Road) which are to be retained and adapted into residential avenues, with built form set back behind trees. The Design Code describes "...predominantly low to medium scale buildings with a consistent character and large front gardens. Detached and semi-detached buildings with a low to medium degree of frontage enclosure."

Steele's Road will provide another substantial green corridor through the development due to the proposed retention of existing mature trees and accommodating the site's topography. The road layout will be more akin to Queen's Avenue than Hope Grant's Road, with landscaped strips either side of the main road and parallel access roads serving the proposed houses.

Hope Grant's Road is the key interface between the existing first phases of Wellesley and the application site. Considerable attention has been given to the detailed design of the street scape to ensure that the adjoining development zones complement one another in character whilst respecting that the different housebuilders' requirements. Several iterations of this street scene were explored during the course of the pre-application process and the proposals were refined to increase the proportion of rendered dwellings where the development faces the Maida Zone and to ensure that the rhythm, proportions, roof shapes and materials of the dwellings are generally consistent with the existing new development along Hope Grants Road.

Stanhope Lines East

Design Code Document 1 describes the proposals for Stanhope Lines as a "*formal linear park running east-west through the middle of the site, acting as a memory of the original historic parade ground*". Design Code Document 3 explains that the "*street frontage within this sub-character area [E3] will be characterised by detached and semi-detached dwellings regularly interspersed with gaps for access to parking spaces. This will create rhythm in the street scene appropriate for the formal arrangement of the open space*".

The Design and Access Statement notes that there is a conflict in the Design Code between the 3-5 storeys development prescribed for this area and the requirement to create an uninterrupted view across the site to the Cambridge Military Hospital clock tower. The dwellings proposed are a maximum of 2.5 storeys in height and therefore it has been necessary to exceed the level of frontage enclosure prescribed by the Design Code, in order to create a formal sense of enclosure of the rectilinear open space. The sense of enclosure is

also aided by the incorporation of smaller front gardens as specified by the Design Code. Further, during the pre-application process, the Applicant responded positively to officer advice to introduce gable ended rather than hipped roofs in this area to strengthen the uniform character and the presence of the dwellings that address the central linear park.

Parade Park Frontage

Whilst the application site (red line) does not incorporate Parade Park public open space, the proposed development would address the proposed park from the south and the east. In this regard, the Design Code Document 1 describes “... a formal Green Square south of the Neighbourhood Centre, where the zone crosses Queen’s Avenue, with existing and new buildings defining the Square. The Design Code also describes proposals for a “larger scale building on south side of park to match scale of 4th Division HQ building opposite.”

It is considered that the proposed layout of the development around Parade park would accord with the Wellesley Masterplan and the objectives of approved Design Codes. The Applicant’s Planning Statement explains “*The built form [proposed] on the southern edge of Parade Park predominantly comprises apartments with smaller scale detached houses at each end. The main apartment building has been designed to reflect the scale and massing of the fourth division headquarters building on the northern edge of the park...*”

The proposed 3.5 storey apartment building would be constructed in red brick with a grey slate roof and although the massing would reflect the scale and rhythm of the listed building to the north, it would not represent a pastiche. The Applicant worked closely with the Council at pre-application stage to develop an appropriate form of development on the southern edge of this sensitive heritage setting. The elevations and materials have been fine-tuned during the course of the RMA to ensure that the development preserves and enhances the setting of the listed building and memorial within the conservation area.

Stanhope Square & Stanhope Mews

Stanhope Square is located at the eastern end of the Development Zone K below Steele’s Road. Design Code Document 1 describes the proposals for Stanhope Square as “*a discreet, formal public green square surrounded by existing trees. Surrounding medium scale buildings to have a consistent height and facade treatment, forming a high degree of frontage enclosure.*”

The approved Design Code Document 3 introduced a new sub-zone E5 for Stanhope Mews “*in order to create an appropriate sense of arrival and individual feel between the areas of open space within Stanhope Lines and Stanhope Square*”. The character area is described as “*a discreet, intimate mews street, allowing pedestrian movement between other character areas and public amenity space. Dwellings to have a consistent height and façade treatment, forming a high degree of frontage enclosure.*”

Design Code Document 3 states “*this character area presents a sequence of public green and urban spaces of different proportions which are linked together and converge to Stanhope Lines Square*”. The square is shown on the Illustrative Masterplan as being accessible to pedestrians diagonally from northeast to southwest. The pedestrian route would be formed between two mirrored cranked apartment buildings of a maximum height of 4 storeys, which would face Steele’s Road and an area of retained trees, where the existing road bends south to meet Hope Grants Road.

The design of this part of the scheme has perhaps been the most challenging. This is due to the significant change in ground levels in the area of the proposed cranked apartment buildings E and H, which would result in the northernmost building being set one floor lower in the street scene than its counterpart. The Applicant has worked very closely with the Council during the course of the planning application and has submitted additional drawings to demonstrate the impact of the change in levels on the scale and appearance of the proposed development and on access to and around the buildings. As a result of this detailed assessment, significant and positive amendments to the shape and massing of the roof line of the apartment blocks, together with further refinements to the external detail of the apartments. In this regards, Blocks E and H were originally proposed with pyramid hip roofs, however the revised scheme has introduced full gable roof features on the tallest parts of the building and the fenestration and external treatments have been refined, with the aim of creating a more distinctive design and greater sense of place.

Similar amendments to external detailing and materials have also been applied to the other smaller scale apartment buildings within the scheme, where render projected bays and stone surrounds have been replaced with red brick frames and detailing. It is and considered that the scheme has benefited from this consistent architectural approach.

Alison's Road Frontage

Design Code 1 describes Alison's Road East as *"a significant area of green landscape to the south of Alison's Road which is nominated as a Site of Importance to Nature Conservation (SINC)"*. There is also an MoD safety zone in this area which restricts development. The proposed scheme has therefore been designed with a landscaped buffer to the north and would not encroach on these areas. The Design Code describes *"New medium scale buildings on south side of road with a medium-high degree of frontage enclosure and small front gardens set back behind the existing landscape strip."* This part of the development would range from 2.5 to three-storeys and would be visible within the wider street scene. During the course of the application amendments have been made to the proposed detailing and materials to provide a consistent red-brick appearance; sensitive to the character of the heritage buildings within the neighbourhood centre to the west, and around the junction with Queen's Avenue.

General Neighbourhood

The interior of the Buller Development Zone in the northeast corner of the site is allocated as a 'Cold' area in the Design Code where there is less Code control and the 'standard' rather than 'heritage' materials and planting palettes are applicable. Design Code 1 describes General Neighbourhood areas with a residential character with simple buildings fronting onto streets and a standard street and landscape treatment describing a varied mix of small-medium height buildings facing streets with small-medium frontage setbacks. *"These areas are away from key buildings and key areas of public realm, the intention of this Character Area is to achieve a high-quality residential environment by ensuring the compatibility of elements of hardscape and landscape, whilst allowing for more variety and freedom in architectural treatment."*

Heritage Trail

Condition 4 of the hybrid outline planning permission and the associated s106 legal agreement, requires any Reserved Matters Applications to include details of the relevant part of the Heritage Trail, in relation to that Development Zone. Accordingly, the Design & Access Statement indicates the proposed route of the Heritage Trail, which would span the length of

Stanhope Lines East from Steele's Road and Stanhope Square to the east, through the linear public open spaces and out onto Queen's Avenue via the Grade II Listed 4th Division Building and 8th Division WW1 Memorial.

Conclusion

It is considered that the scale and layout of the development would accord with the approved Outline Planning Permission parameter plans and the principles set by the approved Design Code Documents 1, 2 and 3. The detailed design accords with the palettes described within the Design Codes, dictated by the variable levels of design code control and the designated character areas. The proposed development responds to the architecture and setting of adjoining heritage assets and adjoining phases. The application provides proposals for hard and soft landscaping and levels in accordance with the requirements of Condition 4 of the outline planning permission. As such, subject to the imposition of planning conditions to seek further details of materials, brick and stone detailing, it is considered that the proposals would safeguard the character and appearance of the area, including the Aldershot Military Conservation Area and the adjoining heritage assets, in accordance with Local Plan policies SP5, HE1, HE3 and DE1

Highways Considerations -

Details of the site layout, roads and footpaths, refuse and recycling storage and a Construction Traffic Management Plan have been submitted with the Reserved Matters Application in accordance with the requirements of Condition 4. A Transport Assessment (including Travel Plans and Public Transport Strategy) was approved as part of the outline planning permission for Wellesley. Road hierarchy principles for the AUE site were established with the approval of the Design Codes and drawing PP7.

Access and parking

Vehicular and pedestrian access would be from Alisons Road via Maida Road from the north east, Mandora Road and Steeles Road from the east, Queen's Avenue from the west and Hope Grant's Road from the south. The proposed layout and design of the roads is consistent with the principles and road hierarchy established in the approved Design Codes and the recently approved infrastructure application ref: 20/00935/FULPP dated 23rd April 2021.

Policy IN2 (Transport) requires new development to provide appropriate parking provision in accordance with the Council's 'Car and Cycle Parking Standards' supplementary planning document (SPD) (adopted in November 2017). In terms of car parking, there is 'a presumption that the parking standard (including the visitor parking requirement) should be provided in full' (p.10).

The standards require one car parking space per 1 bedroom dwelling, two spaces for 2/3 bedroom dwellings and three spaces for every residential property of 4 or more bedrooms. For visitor parking there should be 1 visitor parking space for every 3 x 1 bedroom properties and 1 visitor parking space for every 5 properties of 2 or more bedrooms. Parking spaces designed to wheelchair standards should be provided to serve all proposed wheelchair units.

The Outline Planning Permission for Wellesley was granted prior to the adoption of the current Car & Cycle Parking Standards SPD (November 2017) and the first residential phases implemented. Therefore, it was agreed that for Wellesley, garage space parking and '*trandem*' spaces will be accepted, where the roads fronting those properties are of a sufficient width

(5.5m) to allow refuse vehicles to pass in the event that cars were to park on the road. As such, the proposed garage spaces have been counted towards the total car parking provision proposed.

The Planning Statement confirms that 980 car parking spaces will be provided across the site, comprising 884 residential spaces, including 173 garages, and 96 unallocated/visitor spaces. Private parking spaces for the houses would generally be provided within the curtilage of each property on drives and within garages. Parking for the apartment blocks would be within courtyards. Some areas of on-street parking are also proposed, including visitors' parking spaces. The parking plan also indicates where wheelchair unit compliant spaces are proposed in accordance with the relevant standards.

The Planning Statement confirms that cycle storage would be provided in accordance with the Council's standards of 1 space per 1-bed dwelling and 2 spaces per 2, 3 and 4-bed dwelling. In the case of individual houses, it is envisaged that bicycles would be stored within private garages or sheds within the curtilage of the dwelling. Cycle parking for the occupants of the apartments would be provided in secure cycle storage areas close to the block that they serve.

Hampshire County Council (Highways Development Planning) were consulted in relation to the application and have confirmed no objection, commenting *'visibility of 2.4 metres by 25 metres in accordance with a 20mph design speed will need to be ensured from all accesses within the site and 2.4 metres by 43 metres onto the Primary 30mph Street. This visibility would appear to be achievable. Auto tracking for a refuse vehicle has been provided which looks acceptable. The aisle widths would appear to generally be 6 metres which allows for the effective manoeuvring of vehicles. Should adoption be required, the Section 38 process will still need to be undertaken in addition to any planning approval that may be granted by the Local Planning Authority.'*

A condition is proposed to ensure that the parking spaces and cycle stores are implemented and allocated as detailed on the approved plans and retained for the life of the development.

Refuse and Recycling Storage

The proposed development would be serviced by the Council's Community Contracts Team and they have been consulted in relation to the detail of the proposals. The application states that refuse and recycling would be collected from outside the front of each property or from a communal bin collection point and each apartment block would be provided with a communal bin store. The application is also supported by tracking diagrams that HCC have confirmed demonstrate sufficient road widths for access for refuse vehicles. Notwithstanding this, the Council's Community Contracts Team have raised concerns regarding the gradient of the site in relation to servicing the plots along Steele's Road. Therefore, during the course of the application, the Applicant has provided further details regarding the size and surfacing of the proposed bin collection areas in question, as well as confirming technical details of the storage provision across the site generally.

Given the concerns raised above, and notwithstanding the plans submitted with the application, a condition is proposed to secure details of a refuse strategy in accordance with Local Plan policy IN2, including full details of the construction of the proposed bin collection points together with associated signage and a management plan. The developer will also need to confirm that where refuse vehicles would be expected to enter private courtyard areas, the road surface would be suitable for a 32-tonne vehicle.

Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) was submitted with the Reserved Matters Application in accordance with the requirements of Condition 4 of the outline planning permission. The report sets out the overall framework for managing the movement of construction and delivery traffic to and from the site, ensuring the use of appropriate routes and minimising any impacts. The CTMP will form part of the site-wide Construction Traffic Management Plan currently in place at Wellesley, which is updated on a two-monthly basis.

Impact on neighbours –

The closest adjoining residential properties are located to the south of the application site, separated by and fronting Hope Grant's Road. Objections have been received from neighbouring occupiers within the Maida Development Zone on grounds of loss of privacy, loss of outlook and disturbance caused by the proposed bus route. However, it is noted that the proposed development accords with the approved Wellesley Masterplan in terms of the layout and scale of the development proposed along Hope Grant's Road. Further, Hope Grant's Road was identified and approved as a primary road and bus route in the Outline Planning Permission.

Given the scale of the proposed development, the separation created by the street and the generous front gardens of the proposed and existing dwellings; it is not considered that the proposed development would result in any unacceptable impact on these properties by reason of overlooking, loss of outlook or loss of privacy. Taking into account the context of the site, the residential nature of the proposed use, and the proposals for future residential phases adjoining the site, it is considered that proposed development would be compatible with and would not result in any demonstrable harm to the amenities of neighbouring occupiers and uses, in accordance with Local Plan policy DE1.

Planning conditions are proposed to restrict the hours of construction and to ensure compliance with the submitted Construction Traffic Management Plan, to safeguard the amenities of neighbouring occupiers during the construction period.

Living environment created for future residents –

The Ministry of Housing, Communities and Local Government's *Technical Housing Standards* (2015) defines minimum floor areas and built-in storage requirements for all new residential dwellings. These standards are reflected within Policy DE2 (Residential Space Standards) of the *Rushmoor Local Plan*. The proposal is for the construction of 430 dwellings, comprising 54 one-bedroom flats, 42 two-bedroom flats, 104 two-bedroom houses, 159 three-bedroom houses, 54 four-bedroom houses, and 17 five-bedroom houses. The accommodation schedule confirms that the proposed dwellings would either meet or exceed the required internal space standards. The Design and Access Statement confirms that the eight (8) affordable rented wheelchair user dwellings will meet the requirements of Building Regulations Part M4(3).

Policy DE3 (Residential Amenity Space Standards) requires all new residential development and conversions *'to provide good-quality, useable private outdoor space in the form of gardens, balconies and/or roof terraces'*. The minimum requirement for private outdoor space is a 5 sq. m balcony within flatted development accessible from the main habitable room, a 15 sq. m garden for 1-2 person dwellings in the form of houses, and a garden space of a minimum of 30 sq.m for family housing (two-bedroom residential units and above). Where it is not possible to provide private outdoor space, additional living space equivalent to the private open

space requirement is expected to be added to the minimum GIA of the dwelling, as outlined in Policy DE2.

The proposed scheme would provide usable private gardens for all houses, which would generally accord with the minimum size requirements set out in policy DE3. Only a small number of the proposed flats would benefit from a balcony, however it is noted that public open space is to be provided at Stanhope Lines East and Stanhope Square and the development will be close to Parade Park and the Play Area situated to the south of the Neighbourhood Centre development zone (Zone L). Further, given that the layout and density of the development was established with the outline planning permission, prior to the adoption of the policy DE3, it is considered acceptable on balance that the internal areas of the proposed apartments have not been increased where balconies have not been provided.

It is considered that the proposed development would provide new dwellings of an acceptable size and layout with sufficient natural light, ventilation and access to adequate private and public amenity space. Sufficient spacing would be provided between dwellings and habitable room windows in order to safeguard against loss of privacy and outlook. The provision of open space across the site would comply with the Green Infrastructure Strategy approved with the outline application.

The Council's Environmental Health Officer has reviewed the Noise Assessment submitted in accordance with the requirements of Condition 4 of the outline planning permission. Double glazing is identified as being sufficient across much of the site (Sound reduction of 30dB Rw+Ctr), to achieve appropriate internal noise environment with windows closed for day and night time, although alternative ventilation will be required. Properties overlooking Alisons Road to the north of the site (see map in Appendix B of the report) will however require enhanced glazing (sound reduction of between 35 dB Rw+Ctr) for bedroom spaces. All private external amenity area receptors are predicted to be below the BS 8233 lower guideline value of 50 dB LAeq,16hours. A condition is proposed to ensure that the proposed mitigation measures are implemented in accordance with the recommendations of the Noise Assessment report.

Consultation comments and advice received from the County's Crime Prevention Design Officer and Fire and Rescue Services, have been forwarded to the Applicant for consideration in the detailed design of the scheme.

It is therefore considered that the development would provide a satisfactory living environment for future residents, in accordance with Local Plan policies DE1, DE2, and DE3.

Pollution & Remediation -

Air quality and noise generation

There would be no significant air quality impact as a result of this residential phase of the development. Therefore, no Air Quality Assessment is required under Condition 4 of the outline planning permission in respect of Development Zones K and M. Further, given the residential nature of the proposals, no issues have been identified in relation to noise generation from the development. The proposed residential use would be compatible with the character of the area with reference to Rushmoor Local Plan policy DE10 Pollution.

Lighting

A Lighting Assessment and details of a lighting scheme have been submitted with the Reserved Matters Application in accordance with the requirements of Condition 4 of the outline planning permission. The Council's Environmental Health Officer has raised no objection to the lighting proposals in respect of the development's potential impact on residential amenity, with regard to Local Plan policy DE10 Pollution. The report also assesses the potential impact of the development on ecological receptors, and this is discussed further in the Ecology section below.

Contaminated Land

A Combined Phase I Desk Study and Phase II Site Investigation Report (Leap Environmental, February 2021) has been submitted with the Reserved Matters Application, in accordance with the requirements of Condition 4 of the outline planning permission. The Council's Environmental Health Officer has reviewed the report and advised:

"The submitted combined Phase I and Phase II site investigation Report has identified exceedances of Lead, Benzo(a)pyrene, and Naphthalene within the made ground at levels which could pose a risk to human health. In addition, asbestos was encountered at two locations across the site. No risk to ground water has been identified.

The results of the gas risk assessment has identified the gas regime on site as a CS2 low risk gas characterisation. This still means however that some level of gas protection measures will be required for the site and further details of these will be required unless further testing revises this assessment.

The report recommends a minimum of 600mm clean cover in proposed garden areas and soft landscaping should be made up with a minimum of 150mm of certified clean topsoil. This will likely require the importation of clean topsoil, and possibly subsoil for the site. Specific details of these remedial measures should be detailed within a final remediation method statement that will need to be submitted for approval."

It is noted that details of contamination investigation and remediation are secured by Conditions 14, 15 and 16 of the outline planning permission in respect of each Reserved Matters Area/ Development Zone. These conditions require further detailed assessments and validation reports to be undertaken in relation to each zone as described above, and will also ensure, if necessary, that suitable additional remedial measures be submitted to the Council in the event that previously unidentified contamination is discovered. As such, no objection is raised at this stage in respect of Local Plan policy DE10 (Pollution).

Construction Environmental Management Plan

A Construction Environmental Management Plan strategy (CEMP) was submitted with the Reserved Matters Application in accordance with the requirements of Condition 4 of the outline planning permission. The purpose of the CEMP is to reduce the risk of adverse impacts resulting from the construction of the development on sensitive environmental resources and to minimise disturbance to local residents and other sensitive receptors, in accordance with the relevant Local Plan policies. The Council's Environmental Health Officer has reviewed the strategy and is satisfied with the measures set out within the CEMP. The CEMP is discussed further in the Ecology section below.

Nature Conservation & Trees -

The Reserved Matters Application (RMA) includes detailed hard and soft landscape proposals and the submitted Design & Access Statement demonstrates accordance with the planting and materials palettes contained within Design Code Documents 2 and 3. The application is also supported by an Ecological Impact Assessment, Arboricultural Method Statement, Landscape Management Plan, and a Construction Environmental Management Plan.

Thames Basin Heaths Special Protection Area

The Wellesley development includes Suitable Alternative Natural Greenspace (SANG) approved as part of the hybrid outline planning permission (ref: 12/00958/OUT), secured and delivered by s106 legal agreement together with Strategic Access and Monitoring (SAMM) contributions. Taking into account these mitigation measures, the proposals are not likely to have a significant effect, alone or in combination upon the nature conservation interest and objectives of the Thames Basin Heath Special Protection Area (SPA), in accordance with saved South East Plan Policy NRM6, Local Plan policy NE1 and Rushmoor's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (AMS) as updated April 2021. Natural England have therefore confirmed no objection given the SANG and SAMM requirements are fully met under the wider AUE application.

Ecology

An Ecological Impact Assessment (EclA) (Lindsay Carrington, February 2021) has been submitted with the planning application. Phase 2 surveys have been undertaken on the site including a badger activity survey, bat roosting suitability of trees assessment and aerial tree roost inspection surveys. Thirty-three ecological receptors (on and off site) were identified during the EclA, including two designated sites of international importance, five sites of national importance, five of regional importance and twenty sites, habitats and fauna of local importance. The EclA concludes that *"no significant negative impacts from the proposed works were identified during the assessment."* And, based on the mitigation and enhancement measures proposed within the recommendations of the report, and delivered by the existing Wellesley SANG, the proposal *"...will result in a minor positive impact overall."*

The Ecological Impact Assessment identifies Alisons Road SINC (grass verge), which is located 10 meters to the north of the development boundary, and the Basingstoke Canal SSSI, which is located 0.4km from the site. Mitigation measures relating to both the construction and the operational phases of the development are proposed. The measures include mitigation to prevent pollution to identified sensitive receptors which could potentially occur through surface water run-off. In this regard, the Construction Environmental Management Plan submitted with the application includes a recommendation for a Construction Surface Water Management Plan to be submitted for approval prior to the commencement of the development. This can be secured by planning condition.

Section 6 of the Design and Access Statement describes how the scheme seeks to enhance the biodiversity of the site based on the recommendations of the Ecological Impact Assessment. The proposed enhancements include: a hedgehog highway; native hedgerow planting, new tree planting, grassland, wildflower and orchard that will create areas of additional nesting and foraging habitat for nesting birds and commuting bats; the installation of bark boxes suitable for nesting birds; and the creation of habitat piles for invertebrates, nesting birds and hedgehogs.

The Design and Access Statement confirms that the Landscape Management Plan submitted with the RMA *“provides detailed management prescriptions and objectives for the site to ensure that the objectives set out in [the] Design and Access Statement are met in the immediate, short, and long term. Through effective management the public realm and biodiversity value will be managed and monitored for existing and future generations thereby maintaining and improving the setting of the site...”*.

It is therefore considered that subject to appropriate safeguarding conditions, the proposed scheme would mitigate any adverse impacts on wildlife and ecologically sensitive receptors and would provide opportunities for biodiversity enhancement in accordance with Local Plan policy NE4 (Biodiversity).

Trees

An Arboricultural Method Statement (AMS) is submitted with the application which updates and builds on the AMS approved under Condition 3 of the outline planning permission. Development Zones K and M have been subject to various approved tree removals in relation to demolition works and infrastructure proposals. Stanhope Lines East falls within the Aldershot Military Conservation Area. None of the trees within the site are protected by a Tree Protection Order. However approved drawing PP5 of the outline planning permission identifies trees worthy of retention.

A total of 79 (seventy-nine) individual trees and 4 (four) groups of trees will be removed to facilitate the proposed design layout. The proposed landscaping scheme by Allen Pyke Associates will include approximately 259 (Two hundred and fifty-nine) new trees. The new tree planting provides a greater mix of species, new tree lined roads creating new green corridors, orchard planting, avenue planting and infill planting. The AMS states *“The tree planting proposal for this site is impressive providing a 3.2:1 ratio to tree removals. The planting design reintroduces tree lined roads that were characteristic of the former military site. The design has taken key elements of the previous military planting in terms of the tree lined roads and uniform planting positions but has also incorporated other elements to provide what will be an inspiring landscape design. The landscape design and new tree planting will provide a positive impact on the local area.”*

Key existing trees and groups of trees have been retained and incorporated into the development where possible. It is considered that any loss of trees and vegetation resulting from the redevelopment of the site will be adequately mitigated by the significant level of new tree planting. The loss of some Category A and B trees is regrettable but acceptable on balance given the masterplan and Design Code constraints for the development zone and taking into account the extent and quality of the replacement planting scheme.

A condition is proposed to secure the implementation of the tree protection and monitoring measures proposed in the Arboricultural Method Statement, in accordance Local Plan policy NE3 Trees and Landscaping.

Flood Risk & Drainage –

Policy NE8 (Sustainable Drainage Systems) of the *Local Plan* requires *‘the implementation of integrated and maintainable SuDS in all flood zones for both brownfield and greenfield sites’*. A Drainage Strategy and Maintenance Management Plan was submitted during the course of the Reserved Matters Application as required by Condition 4 of the outline planning permission. The strategy also refers to the Site Wide Drainage Strategy approved with the

outline planning permission, which was dealt with on a catchment wide basis as agreed with the Environment Agency.

Hampshire County Council as the Lead Flood Authority were consulted in respect of the planning application and have confirmed no objection to the proposed development subject to the submission of further details in relation to Condition 13 of the Outline Planning Permission ref:12/00958/OUT, specifically in relation to water quality. HCC have commented "*The information provided includes drainage calculations and plans to show that the drainage provision is suitable for storms up to and including the 1:100+ climate change storm. Although some areas of flooding are identified at the 1:100 storm, these volumes are minimal and it has been shown that they can be managed appropriately.*" Thames Water were also consulted and have confirmed no objection.

Sustainable Development -

Local Plan Policy DE1 expects proposals to '*promote designs and layouts which take account of the need to adapt to and mitigate against the effects of climate change, including the use of renewable energy*'. In this regard, it is noted that an Energy Statement has been submitted which outlines that the dwellings will incorporate a range of passive design and energy efficiency measures which aim to minimise and reduce carbon dioxide emissions. The Energy Statement also details that the new dwellings will meet the water efficiency standard of 110 litres per person per day, in line with Policy DE4 (Sustainable Water Use).

Archaeology -

Condition 4 of the Outline Planning Permission requires an Archaeological Watching Brief to be submitted with each Reserved Matters Application. The Applicant has submitted instead a Written Scheme of Investigation for Archaeological Evaluation (WSI), which proposes carrying out field work (trenching) prior to start on site, as an alternative to a watching brief which would be undertaken during construction.

Paragraph 4.7.1 of WSI states "*The client will inform the County Archaeologist of Hampshire County Council of the start of the evaluation and its progress. Reasonable access will be arranged for site visits to inspect and monitor the progress of the evaluation. Any variations to the WSI, if required to better address the project aims, will be agreed in advance with the client and the County Archaeologist of Hampshire County Council.*"

The County Archaeologist was consulted and has confirmed that he endorses the Applicant's approach, commenting "*The AUE has experienced extensive building and re-development over many years and as a result of this, is generally considered to have little potential for buried archaeological remains dating to before the construction of the barracks. Due to the potential disturbance of below ground archaeological features in areas of undeveloped land, the Environmental Statement (submitted to support the application) indicated the requirement for a watching brief in these areas during construction. The watching brief is also a response to an archaeological condition of the planning permission. In this case, however, the client would prefer to undertake a field evaluation in advance of the construction phase, aiming to identify, at an early stage, any significant archaeological heritage assets which may then be managed appropriately. In areas where no such heritage assets be identified the need for the watching brief would not be necessary.*"

Given the above, it is considered that the proposed approach to Archaeological Evaluation is appropriate and within the spirit of Condition 4 of the original Outline Planning Permission. A

compliance condition is proposed to ensure that the development is carried out in accordance with the Written Scheme of Investigation for Archaeological Evaluation as approved, in accordance with Local Plan policy HE4 Archaeology.

Conclusion

The Reserved Matters scheme sufficiently reflects the terms of the outline planning permission for the Aldershot Urban Extension, including the parameter plans and the principles of the approved Design Codes. Subject to appropriate planning conditions, the development would have no harmful impact upon the character and appearance of the area, on nature conservation or adjoining heritage assets. The accommodation would provide an acceptable living environment for future occupiers and there would be no adverse impact on neighbouring amenity or uses. The proposals would be acceptable in highway terms.

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

Full Recommendation

GRANT planning permission subject to the following conditions and informatives:-

Time limit

- 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.

Approved plans

- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings and documents:

Drawings: 19165/S101; 19165/S102; 19165/P101 B; 19165/C101 A; 19165/C102 A; 19165/C103 A; 19165/C104 A; 19165/C105 A; 19165/C106 A; 19165/C107 A; 19165/C108 B; 19165/P105 A; 19165/P106 A; 19165/P107 A; 19165/P110; 19165/P111; 19165/P112; 19165/P113; 19165/P114; 19165/P115; 19165/P116; 19165/P117; 19165/P118; 19165/P119; 19165/P120; 19165/P121; 19165/P122; 19165/P123; 19165/P124; 19165/P125; 19165/P126; 19165/P134 B; 19165/P135 B; 19165/P136 B; 19165/P138 B; 19165/P139 B; 19165/P140 B; 19165/P141; 19165/P142 B; 19165/P143 B; 19165/P144 B; 19165/P130 B; 19165/P131 B; 19165/P132 B; 19165/P133 B; 19165/P137 B; 19165/P145; 19165/P146; 19165/P150; 19165/P151; 19165/P152; 19165/P153; 19165/P154; 19165/P155; 19165/P156; 19165/P157; 19165/P158; 19165/P159; 19165/P160; 19165/P161; 19165/P162; 19165/P163; 19165/P164; 19165/P165; 19165/P166; 19165/P167; 19165/P168; 19165/P169; 19165/P170; 19165/P171; 19165/P172; 19165/P173; 19165/P174; 19165/P175; 19165/P176; 19165/P177; 19165/P178; 19165/P179; 19165/P181; 19165/P182; 19165/P183; 19165/P184; 19165/P190 A; 2940-LA-00 P2;

2940-LA-01 P2; 2940-LA-02 P2; 2940-LA-03 P2; 2940-LA-04 P2; 2940-LA-05 P2; 2940-LA-06 P2; 2940-LA-07 P2; 2940-LA-08 P2; 2940-LA-09 P2; 2940-LA-10 P2; 2940-LA-11 P2; 2940-LA-12 P2; 2940-LA-13 P2; 2940-LA-16 P4; 20-284-001 B; 20-284-002 B; 20-284-003 B; 20-284-004 B; 20-284-005 B; 20-284-006 B; 20-284-007 B; 20-284-008 B; 20-284-009 B; 20-284-010 B; 20-284-011 B; 20-284-012 B; 20-284-013 B; 20-284-014 B; 20-284-015 B; 20-284-016 B; 20-284-020 B; and 20-284-021 B.

Documents: Planning Statement (Savills, February 2021); Statement of Community Involvement (Savills, February 2021); Design & Access Statement (OSP, February 2021); Arboricultural Method Statement (James Fuller, February 2021); Noise Assessment ref: 784-B024516 (Tetra Tech, January 2021); Lighting Assessment ref: B024516 (Tetra Tech, February 2021); Ecological Impact Assessment (Lindsay Carrington Ecological Services Ltd, February 2021); Written Scheme of Investigation for Archaeological Evaluation ref: 213421.2 (Wessex Archaeology, February 2021); Combined Phase I Desk Study and Phase II Site Investigation ref LP2388 Issue 3 Report (Leap Environmental, 10th February 2021); Drainage Strategy and Maintenance Management Plan ref: 20-284 (Odyssey, March 2021); Landscape Management Plan (Allen Pyke Associates, February 2021); Energy Statement (Abbey Consultants, February 2021); Construction Traffic Management Plan ref 20-284 (Odyssey, February 2021); Construction and Environmental Management Plan (Odyssey, February 2021); Affordable Housing Development Zone Strategy and Reserved Matters Statement (Savills, February 2021); and Site Wide Affordable Housing Strategy, Revision 7 DRAFT (Grainger, February 2021).

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

Affordable Housing Strategy

- 3 Notwithstanding the Affordable Housing Strategy documents submitted with the application, prior to commencement of the development, an updated Affordable Housing Strategy (AHS) Revision 7 shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the AHS as approved.*

Reason: To accord with the provisions of the Hybrid Outline Planning Permission and associated s106 planning obligations in relation to the delivery of affordable housing.

Materials

- 4 A schedule of the materials and fenestration (including samples where required by the Local Planning Authority) to be used for the external surfaces of the dwellings hereby approved shall be submitted to and approved in writing by the Local Planning Authority, before the relevant part of the development to which they relate is commenced (excluding preparatory ground works), and this condition shall apply notwithstanding any indications to these matters which have been given in this application. The development shall be carried out in accordance with the approved details prior to first occupation of the relevant part of the development.*

Reason - To ensure satisfactory quality and external appearance for the development and to safeguard the character and appearance of the Conservation Area and the setting of adjoining heritage assets.

Brick detailing and projecting bonds

- 5 Typical detailed working drawings of brick detailing and projecting bonds for each house type/apartment building (as agreed with the Local Planning Authority) hereby approved shall be submitted to and approved in writing by the Local Planning Authority, before the relevant part of the development to which they relate is commenced (excluding below ground works), and this condition shall apply notwithstanding any indications to these matters which have been given in this application. The development shall be carried out in accordance with the approved details prior to first occupation of the relevant part of the development.*

Reason - To ensure satisfactory quality and external appearance for the development and to safeguard the character and appearance of the Conservation Area and the setting of adjoining heritage assets.

Construction Surface Water Management Plan

- 6 Prior to commencement of the development, a Construction Surface Water Management Plan, including measures to prevent safeguard the Basingstoke Canal SSSI against pollution and run/off sedimentation, shall be submitted and Approved in writing by the Local Planning Authority in accordance with the recommendations contained within Construction and Environmental Management Plan (Odyssey, February 2021) hereby approved. The development shall be carried out in accordance with the Construction Surface Water Management Plan as approved.*

Reason - To safeguard ecologically sensitive local receptors, during the construction phases of the development.*

Boundary treatment

- 7 Details of the design and location of all boundary treatment (including planted) proposed within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. This condition shall apply notwithstanding any indications to these matters which have been given in this application. The development shall be carried out in accordance with the approved details prior to first occupation of the relevant part of the development.*

Reason - To ensure satisfactory external appearance for the development, to safeguard residential amenity and in the interests of highway safety.

Refuse & recycling storage strategy

- 8 Details of refuse and recycling strategy, specifications of bin collection points and associated signage shall be submitted to and approved in writing by the Local Planning Authority. This condition shall apply notwithstanding any indications to these matters which have been given in this application. The development shall be carried out in accordance with the approved details prior to first occupation of the dwellings to which the provision relates and retained thereafter for the life of the development. The

collection points shall not be used for any other purpose than the storage of refuse and recycling bins.*

Reason – To safeguard the amenities and character of the area and to meet the functional needs of the development.

External Lighting

- 9 Prior to the installation of any external lighting associated with the development hereby approved, a scheme for the provision of external lighting together with an Artificial Lighting Assessment (including the design, duration, intensity of illumination and predicted lighting contours), to accord with the recommendations outlined in section 6.0 of the Ecological Impact Assessment (Lindsay Carrington, February 2021) hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. Any external lighting that is installed shall accord with the details so approved.

Reason: To safeguard the amenities of surrounding occupiers and to avoid any adverse impacts on ecologically sensitive local receptors.*

Arboricultural Method Statement

- 10 The development shall be carried out strictly in accordance with the Arboricultural Method Statement (James Fuller, February 2021) hereby approved. Prior to first occupation of the development (or relevant phase of the development), a completion report shall be submitted to and agreed in writing by the local planning authority, to demonstrate satisfactory compliance with the tree protection measures outlined in the Arboricultural Method Statement as approved.*

Reason - To safeguard retained trees on the site, to safeguard the character and appearance of the area and biodiversity.

Noise levels

- 11 The development shall be carried out strictly in accordance with the mitigation described within the Noise Assessment ref: 784-B024561 (Tetra Tech, 9th January 2021) hereby approved, which includes enhanced specification for glazing fronting Alisons Road. The mitigation shall be implemented prior to first occupation of the development to which it relates and thereafter retained for the life of the development*

Reason - To safeguard future occupiers of the development against noise disturbance.

Parking spaces

- 12 The residents' and visitors' parking spaces and garages (including wheelchair users spaces) shall be laid out and allocated in accordance with drawing 19165/C106 A hereby approved prior to first occupation of the part of the development to which they relate, and shall be used only for the parking of vehicles ancillary and incidental to the residential use of the development.*

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

Cycle parking

- 13 The cycle parking stores shown on the approved plans shall be provided prior to the first occupation of any part of the development to which they relate and kept available at all times thereafter for the parking of bicycles. *

Reason – To ensure that a sufficient level of cycle parking is available for the development to meet its operational needs and in the interests of highway safety.

Archaeology

The development hereby approved shall be carried out strictly in accordance with the methodology and recommendations contained within the Written Scheme of Investigation for Archaeological Evaluation ref: 213421.2 (Wessex Archaeology, February 2021)

Reason - To secure the protection of archaeological assets if they are discovered.

Construction Environmental Management Plan

- 14 The development shall be carried out strictly in accordance with the Construction and Environmental Management Plan (Odyssey, February 2021) hereby approved.

Reason - To safeguard the amenities of surrounding occupiers and to avoid any adverse impacts on ecologically sensitive local receptors, during the construction phases of the development.*

Construction Traffic Management Plan

- 15 The development shall be carried out strictly in accordance with the Construction Traffic Management Plan ref 20-284 (Odyssey, February 2021) hereby approved.

Reason - To prevent any adverse impact on highway safety traffic and parking conditions in the vicinity of the site.

Hours of Construction

- 16 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.

INFORMATIVES

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

The proposal has been assessed against following policies of the Council's Development Plan:

- SS1 Presumption in Favour of Sustainable Development
- SS2 Spatial Strategy
- SP5 Wellesley
- IN1 Infrastructure & Community Facilities
- IN2 Transport
- HE1 Heritage
- HE3 Development within or adjoining a Conservation Area
- HE4 Archaeology
- DE1 Design in the Built Environment
- DE2 Residential Internal Space Standards
- DE3 Residential Amenity Space Standards
- DE4 Sustainable Water Use
- DE6 Open Space, Sport & Recreation
- DE7 Playing Fields and Ancillary Facilities
- DE10 Pollution
- LN1 Housing Mix
- LN2 Affordable Housing
- NE1 Thames Basin Heaths Special Protection Area
- NE2 Green Infrastructure
- NE3 Trees and Landscaping
- NE4 Biodiversity
- NE8 Sustainable Drainage Systems

In addition, the relevant Rushmoor Borough Council Supplementary Planning Documents (SPDs) are: Cycle Parking Standards SPD 2017 and Aldershot Military Conservation Area Appraisal and Management Plan (February 2021). The Rushmoor Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (updated April 2021); policy NRM6 (TBH SPA) of the South East Plan; and the Department for Communities and Local Government's Technical Housing Standards (2015) are also relevant to this application.

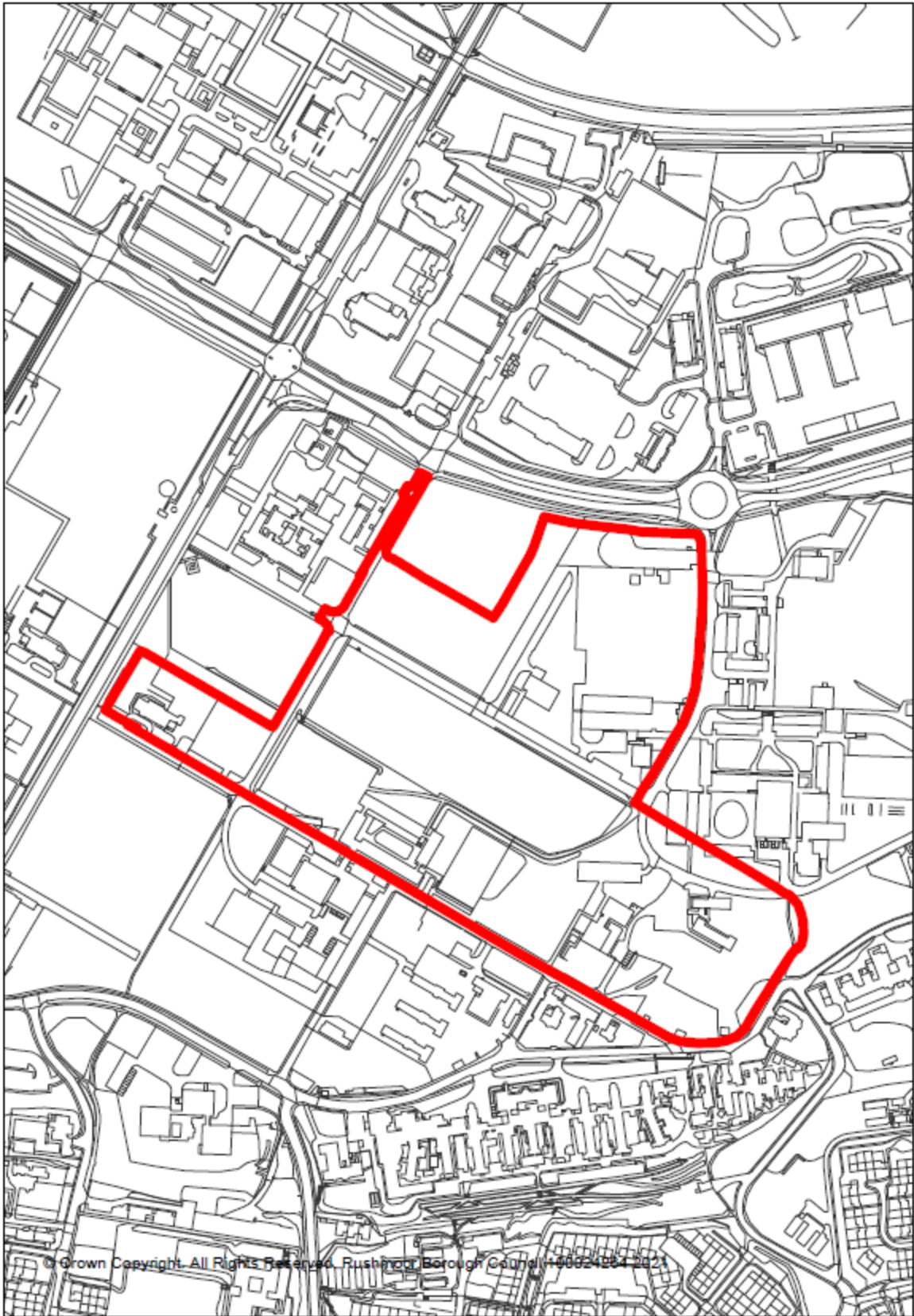
The Reserved Matters scheme sufficiently reflects the terms of the outline planning permission for the Aldershot Urban Extension, including the parameter plans and the principles of the approved Design Codes. Subject to appropriate planning conditions, the scheme (as amended) would have no harmful impact upon the character and appearance of the area, on nature conservation or adjoining heritage assets. The accommodation would provide an acceptable living environment for future occupiers and there would be no adverse impact on neighbouring amenity or uses. The proposals would be acceptable in highway terms.

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

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

BUILDING. 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 discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.

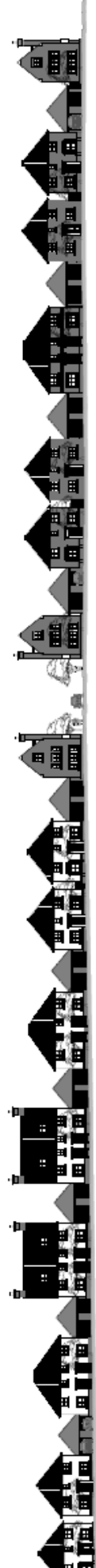
3. INFORMATIVE -The Applicant is reminded that there are a number of conditions attached to the original hybrid outline planning permission (ref:12/00958/OUT) which remain applicable to the Reserved Matters Area and may require details to be approved prior to the commencement of development.
4. INFORMATIVE - The Applicant is reminded that this permission and the original hybrid outline planning permission (ref:12/00958/OUT) is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
5. INFORMATIVE - In the UK all species of bats are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and under Schedule 2 of the conservation (Natural Habitats & c) Regulations 2004. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works would constitute an offence. If bats or signs of bats are encountered at any point during development then all works must stop immediately and you should contact Natural England.
6. INFORMATIVE - All wild birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). If any trees are to be removed or buildings demolished during the bird breeding season (March-September inclusive) they should first be inspected by an experienced ecologist to ensure that no active nests are present. If an active nest is discovered it should be left in situ until the young have fledged.
7. INFORMATIVE – The Local Planning Authority’s commitment to working with the Applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.



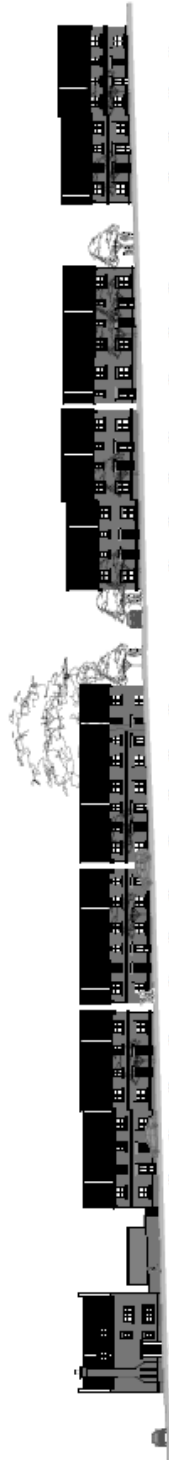




A - A 20,000



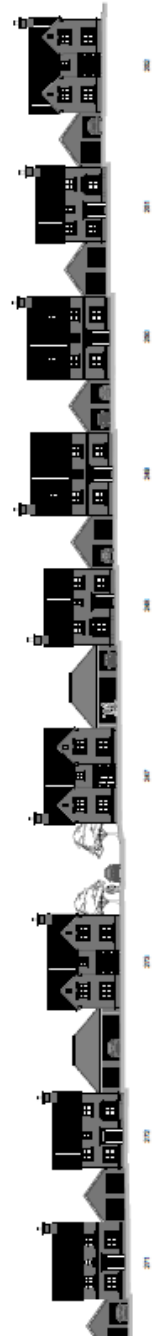
A - A (cont'd)



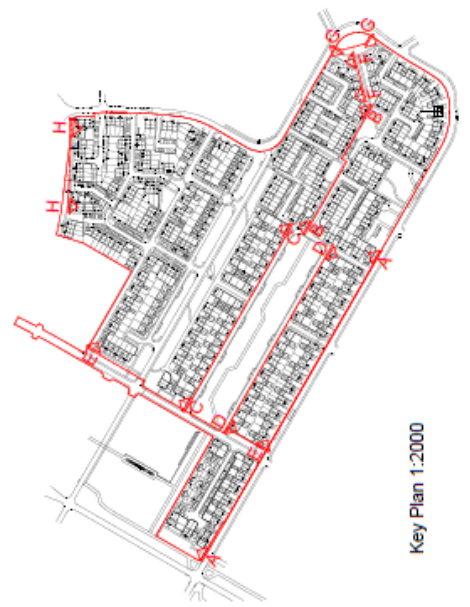
B - B 20,000



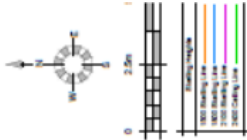
C - C



C - C (cont'd)

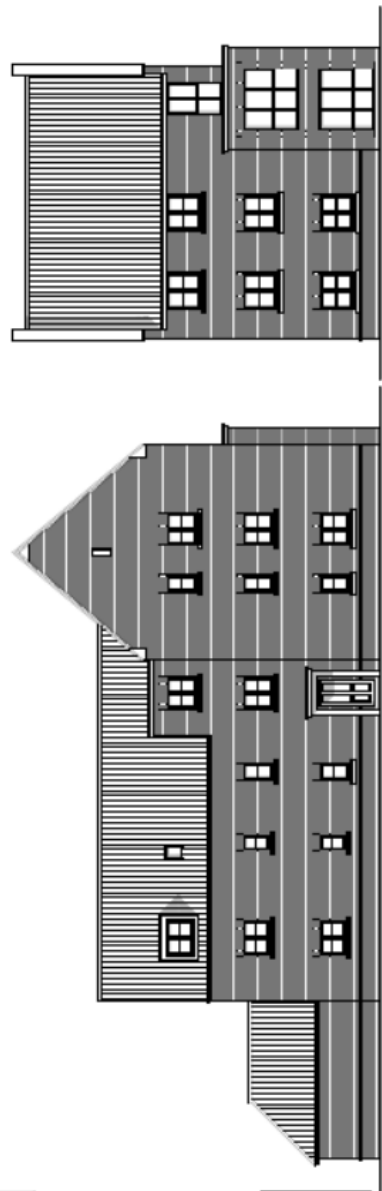


Key Plan 1:2000



Side Elevation

Front Elevation



Side Elevation

Rear Elevation



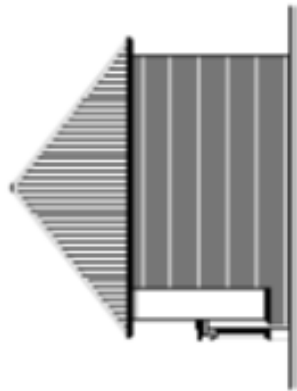
Second Floor Plan



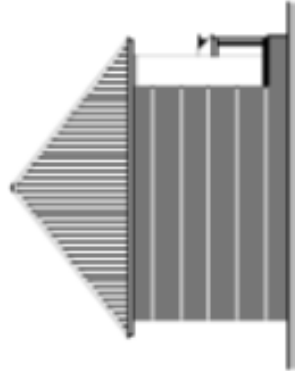
First Floor Plans



Ground Floor Plan



Side Elevation A



Side Elevation B



Front Elevation



Rear Elevation



First Floor Plan



Ground Floor Plan

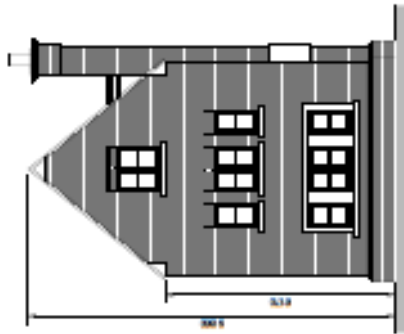
Plot 2, St.
Plot 3, (if needed)



Second Floor Plan



First Floor Plan



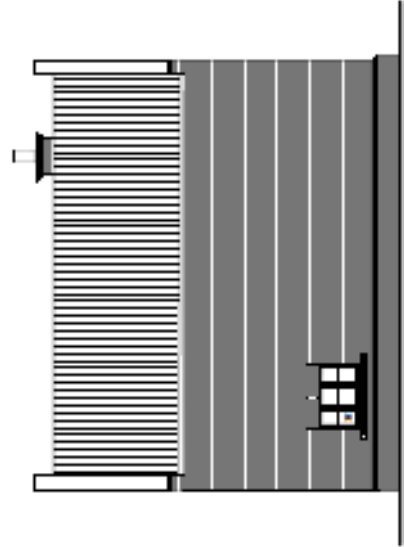
Front Elevation



Rear Elevation

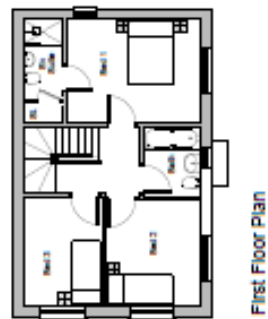
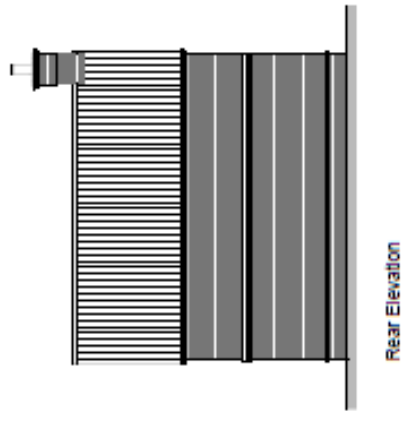
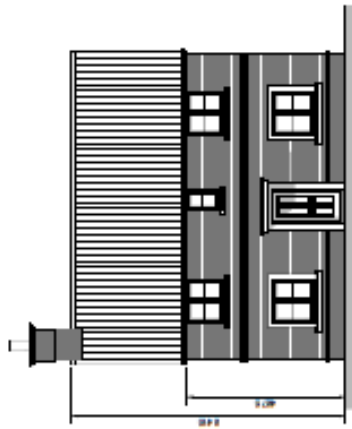
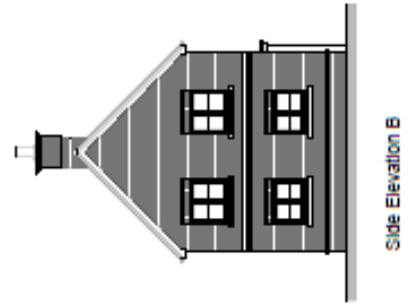
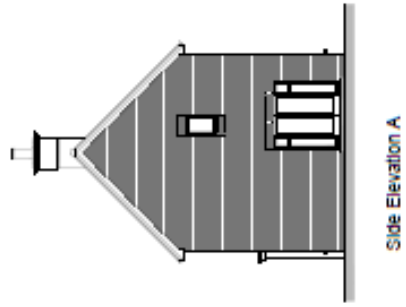


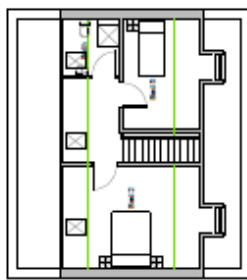
Side Elevation A



Side Elevation B
*Window to Photo 55, 66, 75, 84, 91, 117 only







Second Floor Plan



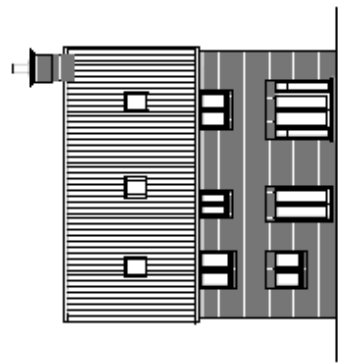
First Floor Plan



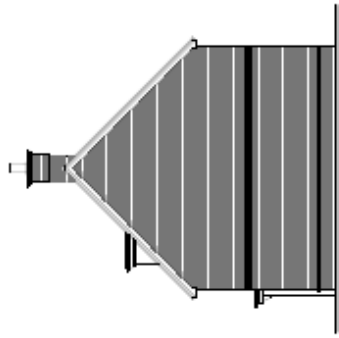
Ground Floor Plan
 Plot 245, 255, 259
 Plot 255, 270 (residual)



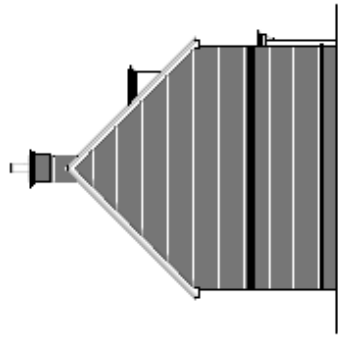
Front Elevation



Rear Elevation



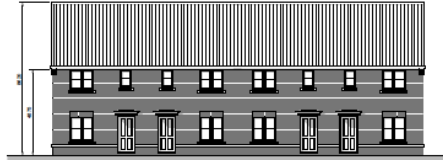
Side Elevation A



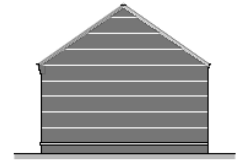
Side Elevation B



First Floor Plan



Front Elevation

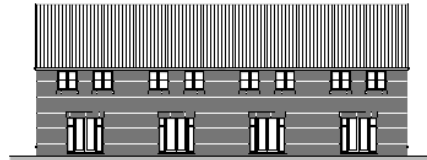


Side Elevation A

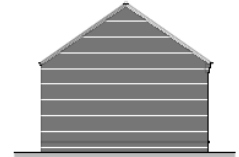


Ground Floor Plan

Plans 370-076, 380-082



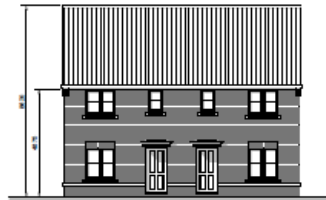
Rear Elevation



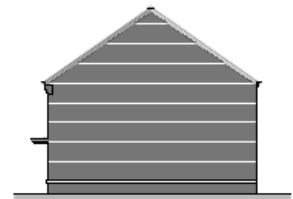
Side Elevation B



First Floor Plan



Front Elevation

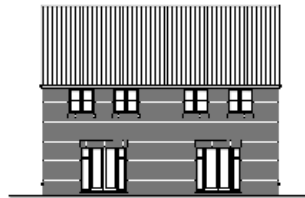


Side Elevation A

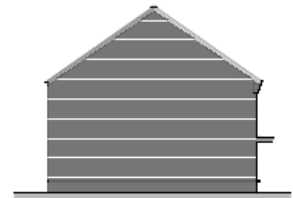


Ground Floor Plan

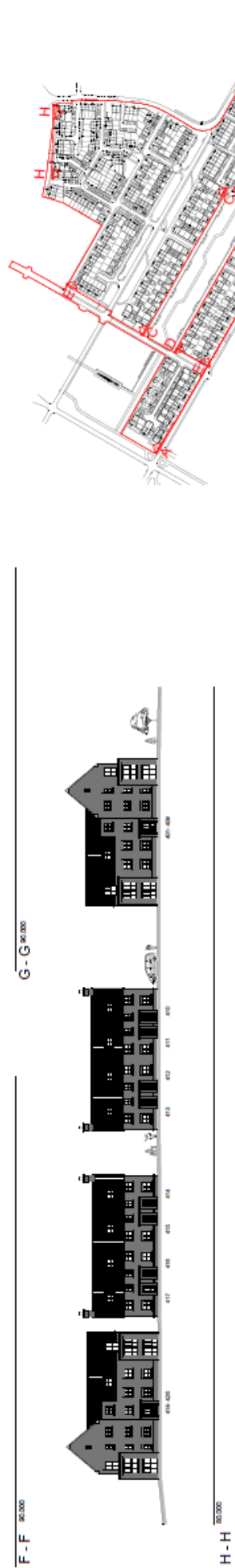
Plans 302-303, 305-306, 310-311, 353-354, 359-360, 362-363, 370-371, 384-385, 388-389, 390-391



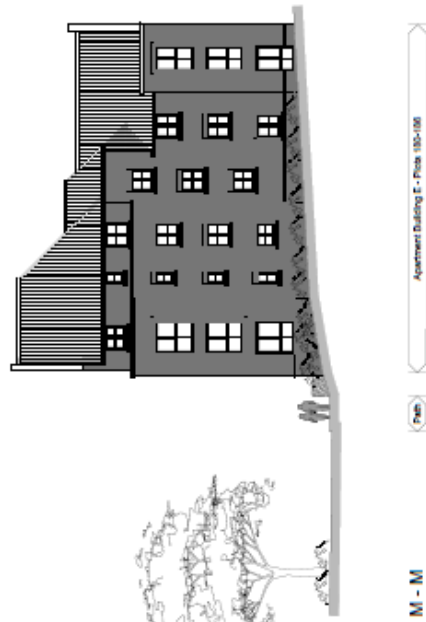
Rear Elevation

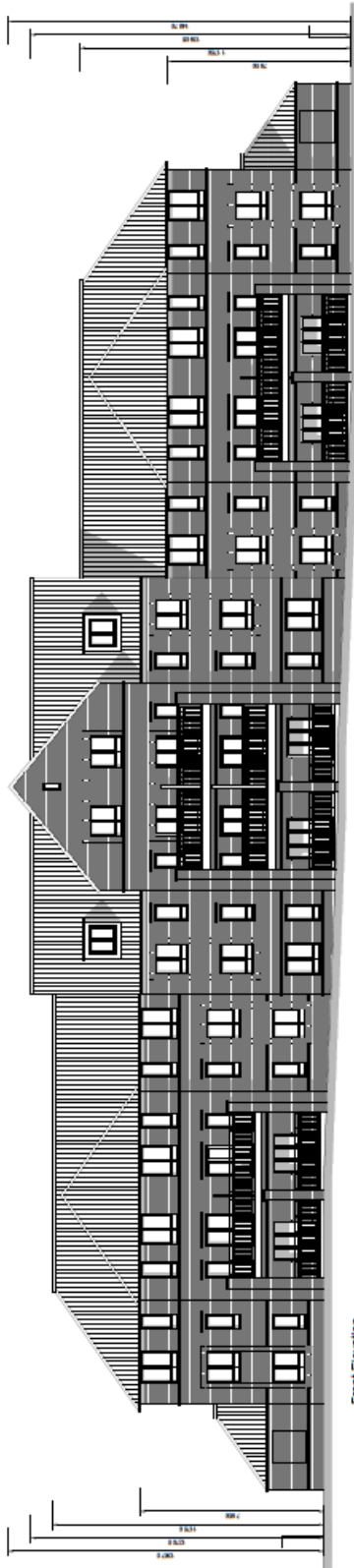
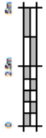


Side Elevation B

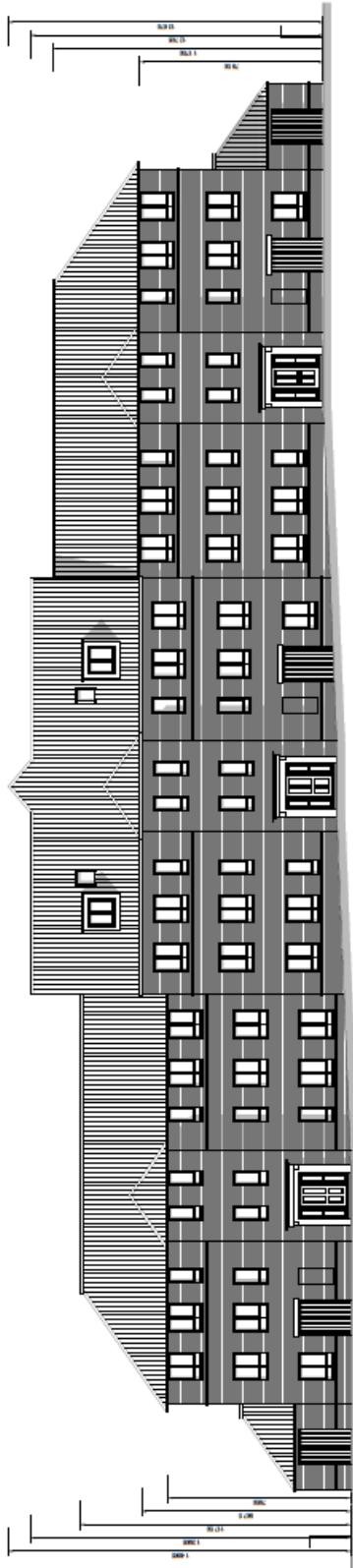


Key Plan 1:2000





Front Elevation
Plan 2018



Rear Elevation

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

Case Officer	Katie Herrington
Application No.	21/00187/FULPP
Date Valid	15th March 2021
Expiry date of consultations	25th May 2021
Proposal	Temporary permission until August 2024 for the erection of two sound stages, erection of workshops, and to change the use of existing hospitality chalets to ancillary offices for the purposes of film making until August 2024, together with ancillary works including installation of a permanent substation.
Address	Farnborough International Exhibition And Conference Centre ETPS Road Farnborough Hampshire GU14 6FD
Ward	St Mark's
Applicant	Farnborough International Limited
Agent	Mr Neil Trollope
Recommendation	Grant

Description

Covid-19 has had a significant impact on the Farnborough International Limited business. This includes cancellation of the biennial Air show in 2020 and being unable to host exhibitions and conferences since March 2020.

The development is sited within the FIA exhibition site containing the Farnborough International Exhibition and Conference Centre. The sound stages and workshops which are currently under construction are on the existing hardstanding terraced areas where temporary exhibition halls 3 and 4 are put up for the duration of the biennial Air Show. The stages are positioned to avoid a Radar Transmission line, and to enable their retention and use in conjunction with Halls 3 and 4 when these are erected for the biennial Air Show.

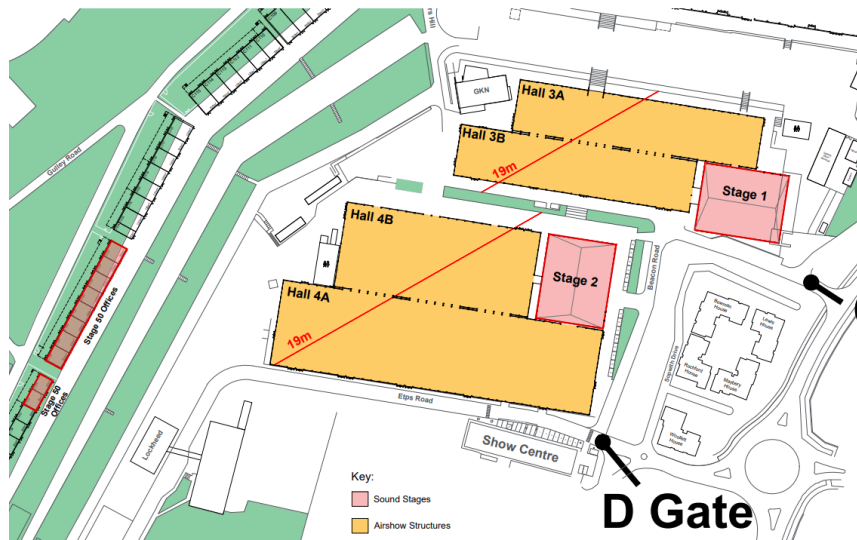


Figure 1: Location of sound stages

There is a significant demand for new film studio facilities immediately within the M3/M25 corridor and FIL has received significant interest from production companies seeking space to undertake filmmaking. This is in part due to other Major Studios in the UK undergoing expansion projects that make them unavailable for a number of years.

FIL is seeking to retain and operate the Sound Stages and Workshop and use the Hospitality Chalets as ancillary office structures for the proposed activity for a temporary period until August 2024. The substation is proposed to be permanent.

The sound stages are rectangular temporary buildings with shallow pitched roofs. They measure 40x50m with a height of 18.7m and are clad in Kingspan (grey) panels. 'Sound Stages' are enclosed film set stages designed so that external noise does not disrupt recording within. The stages are designed to meet an overall laboratory tested constant of between 46dB - 50dB sound reduction. Stage 1 is approximately 35m from residential flats at Bowman House, and 39m from Lewis House, and Stage 2 is located 54m to the west of Bowman House and 49m from Rochford House. These buildings part of the Queens Gate site redevelopment.

The workshop is a rectangular 'A frame' structure with a pitched roof that measures 20m x 100m and 7.7m high. This is to be used for the creation of sets, costumes and props. The proposal also includes changing the use of some of the existing chalets to offices to be used in association with filming (approx. 1103sqm). A High Voltage sub-station is proposed adjacent to Stage 1. This transformer is proposed to be permanent to provide not only the power needs of the proposed temporary filmmaking use, but for future uses on the site including the Farnborough Air Show.

Permission is sought for 24/7 operational activity to allow flexibility to meet filming schedules. A series of management plans are proposed to control traffic movements and operational activity. Access to the site will be from Gate F. Parking for approximately 200 vehicles associated with film making personnel will be provided on the hardstanding adjacent to Stage 1.

The proposal, due to its massing, visibility and blank facades would result in some harm to the character of the area and would result in some impact on the flat development on the adjacent

Queens Gate site. Any resulting harm needs to be weighed in relation to the benefits of the proposal. This proposal would provide significant benefits to the local economy through the provision of new jobs, training opportunities and the use of services such as shops, and hotels.

CONSULTEE RESPONSES

Environmental Health The acoustic testing report for the proposed building envelope is primarily concerned with preventing external noise from impacting on the internal acoustic environment of the sound stage but it works both ways. There is no information provided regarding what level of noise will be generated by activities taking place internally. A high level of sound reduction (>50dB) across the building envelope is required to ensure aircraft noise does not impact on any recording activities. This level is significant and should prevent all but extreme levels of noise being adequately reduced, particularly if the sound stages are to be used only during the daytime period. A condition restricting the levels of noise at a set distance away from the nearest residential façade can be applied.

No details are provided as to how these sound stages will be ventilated or heated. Standard condition 62EH Sound Insulation (Plant) should be imposed on any permission.

The application specifies hours of work for Monday to Friday as generally 06.00 to 20.00 hours, but no time period given for weekends. The Design and Access Statement makes a note that flexibility is required to allow weekend activity in response to evolving programmes and deadlines but any work at weekends and bank holidays should be restricted to reasonable times only.

Management Plan should be considered as a working document, to be reviewed at regular intervals.

All lighting installations should have regard to the Institute of Lighting Engineers recommendations in preventing obtrusive lighting.

No use of external bells or tannoy systems on site.

There shall be no sounding of horns and no use of vehicle radios/ stereos audible. Signage should be placed in prominent locations to remind drivers that it is a residential area and should be no unnecessary running of engines etc.

Move the smoking area away from the site boundary at Beacon Road.

RBC Economic Development Officer Farnborough International Limited is a key local employer and significant economic asset for the borough, providing considerable direct and indirect economic benefits to Rushmoor. The Farnborough International Airshow is a world renowned event. This and the other exhibitions and conferences run at Farnborough International bring visitors and provide employment and business opportunities in the supply chain across the borough. The COVID-19 pandemic has significantly impacted the ability of Farnborough International Limited to run exhibitions and conferences. This included the

cancellation of the 2020 Farnborough International Airshow.

The film studios will provide up to 200 jobs for local residents, particularly young people which have been particularly impacted by the COVID-19 pandemic. In Rushmoor there has been a large rise in the number of people claiming out-of-work benefits, in March 2021 5.1% (3,110) of the working age population were claiming out-of-work benefits, up from 1.7% (1,030) in March 2020. The number of 18-24 year olds claiming out-of-work benefits has increased to 8.1% in March 2021, representing 585 claimants in the area. This is a higher percentage than Hampshire (7.4%) and the South East (7.8%).

There are likely to be several ways that the council could promote the employment opportunities provided through the film industry in the borough. This will help to ensure that local residents, particularly those in hard to reach groups, are able to take advantage of the jobs and training available.

Skills and
Employment
Officer

Hartswood Studios [The filming studio planning to use the stages once complete] have looked to establish early engagement with the local authority with a view to supporting the skills and employment work in the area. They have approached the Council to employ local people and are currently looking for:

- Set builders - they have connected with the Construction Skills Fund project (a project that works with unemployed people and trains them to achieve their CSCS card and Health and Safety level 1) they are looking to employ trainees from this programme
- Costume design trainees – they have connected with the Fashion and Textiles students at FCoT
- Laboratory Assistant (Covid testing) – this has been advertised and networked in our borough in the hope of finding someone local

In terms of training and learning opportunities, Hartswood Studios have been involved with a Screen Skills open doors event (10th May) where 54 unemployed residents attended, have started discussions with FCoT to offer career talks and tours later in the year, and are intending to support Cove Schools World of Work week in July.

The development is creating economic benefit in the wider community. Production staff are currently staying Monday to Friday in local hotels, and have been hiring out venues and shops for filming.

Thames Water

With the information provided, Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER and SURFACE WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that a condition is imposed for further information.

Environment
Agency

No Comments

Farnborough

No Comments

Aerodrome Residents Association	
Lead Local Flood Authorities	No Comments
Civil Aviation Authority	No Comments
HCC Highways Development Planning	Waiting for additional comments following the receipt of new information. The initial comments sought additional including; <ul style="list-style-type: none"> • Management of filming traffic and events • Details of a management plan to manage traffic flows
Ecology Officer	No Comments
Designing Out Crime Officer	No Comments
NATS	No Comments
Surrey Heath Borough Council	No Comments
Surrey Fire and Rescue	Did not raise objections. Provided a number of advisories.

NEIGHBOURS NOTIFIED

1097 neighbours were consulted on this planning application comprising the properties within the red line in figure 2 below;

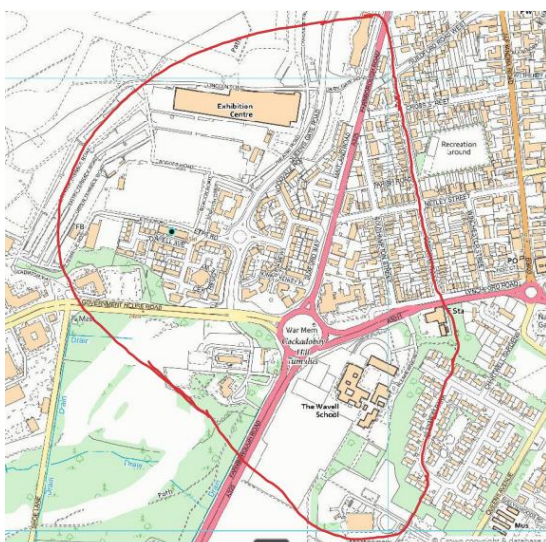


Figure 1: Neighbours consulted on this planning application.

NEIGHBOUR COMMENTS

Support

3 letters of support have been received from the following;

- 11 Woodvale Road

'Looking forward to seeing the action what goes on at the airport'.

- Northold Close

'No objection'

- *British Film Commission and Film London*

'The British Film Commission (BFC) is the UK Governments national organization responsible for supporting inward investment film and TV production in the UK...'. '[The] UK government recognizes and highlights the impact the creative anchor institutes can have on pride and economic performance in an area,...' '...citing film and TV studios as examples of how creative businesses and local investment increase employment and share spill-over benefits across the area and the supply chain'. '...Due to the growing demand for filmed content, the film and TV industry has become increasingly valuable in terms of employment and investment...'. '...Film, TV and the wider Creative Industries have grown at five times the rate of the economy as a whole. Their contribution to GVA has outstripped that of automotive, aerospace, life sciences and oil and gas industries.' ...The BFC is working to ensure that the UK remains the leading destination for Major international and domestic film and TV production...'. The growing success of the UK as a production destination has led to extreme stage space capacity issues. To meet the continuing demand for content, the requirement for additional stage space of the right scale and in the right geographical locations with access to the UK world-class skills and infrastructure, has never been higher. In support of the creation of additional capacity, the BFC is keen to proactively assist in the development of all suitable solutions, from new studio infrastructure, to the conversion of existing space, as well as demountable solutions, such as those developed by Stage Fifty'.

Neutral comments

At 03/05/2021 three letters of neutral comment had been received from 13 Duxford Way, Farnborough Airport and 36a Southampton Street, commenting:

- No objections if noise and disturbance remains within the hours of 07:00 – 18:00.
- No objection with idea, but if rejected assume appeals will follow
- Re. Noise – assume sufficient cover to cover a range of filming requirements?
- No objection.

Objections

At 17/05/2021 134 letters from 90 separate addresses objecting to the proposal had been received. These addresses are; Bowman House, 1, 2, 4, 6, 8, 9, 10, 11, 12, 14, 15, 19; Blanchard House 4, 17, 20 ; Blenheim Park, 34 ; Centrifuge Way, 4, 16, 29 ; Cranwell Road, 3, 4 ; Cottessmore Place, 3, 5, 12; Coxwell Avenue, 6, 24, 34, 35 ; Farnborough Road, 13, 46 ; Foye Lane Fleet - 10 ; Whitmore Close Sandhurst 8 ; Hadleigh Gardens, 5 ; Highfield Avenue, 45 ; Hewlett House, 6, 9 ;Honington Mews 6, 7, 9,15, 16, 17, 21 ;Lewis House, 2, 4, 6, 7, 8, 9, 11,13,15, 16 ; Langley Walk, 3, 9 ; Johnson House, 11, 14 ; Rochford House, 2, 4, 5, 10, 11, 13, 14, 15, 16, 19 ; Southampton Street, 40 ; The Shrubbery, 16 ; West Heath, 3 ; Maitland Road, 11, 18 ; Merrill House, 11, 15, 17, 20 ; Markham house, 6 ; 1

Mayberry Mytchet Road, Camberely 280 ; Johnson House, 11, 14, 22 ; Wavell School ; Woodvale Road, 23, 26, 29, 30 ; Mayberry House, 6 ; Whites Road, North Camp; 6 ; Osbourne Road, 30 ; Vyne Walk, 4; 5 York Road. The respondents comment as follows:

Visual Impact

- Out of character - disproportionately large/ overdeveloped/ ruin the skyline/ built on some of the highest land in the area/ changes character of flats from residential to industrial/ too close to main road and to the flats. Imposing commercial structure. Doesn't fit well with apartments and houses in Queensgate Estate.

Neighbour impacts

- Disrupt owners enjoyment of their properties
- Imposing and overbearing/ dominates all our windows
- Noise
 - area was quiet
 - will create excessive noise beyond airport noise / conference noise/ already have noise issues with conference
 - Increased noise from vehicles and people
 - Construction noise is unbearable
 - Stages only plastic – going to be heard at flats
 - How are we going to control this?/ no details provided
- Daylight and sunlight
 - Blocks right of light
 - Reduced light in rooms
 - Daylight and sunlight report contains errors - Not taken into account that sound stages are on raised foundations compared to Queensgate flats / no topographical or dimensional information; report does not examine the trajectory of the sun / existing and resulting LUX levels / low sun angles/ gale
- Loss of privacy into bedrooms, living rooms and balconies of the flats

Officer comment: Noise disturbance during the construction phase of the development is a matter outside the remit of this Application. The noise experienced during construction is a matter for the Council's Environmental Health team who have addressed it via a Noise Abatement Notice.

Highways

- Additional traffic which is already an issue [inc lynchford road/ near holiday Inn roundabout] affecting Wavell School. 200 staff required on the site daily – does not include visitors, vendors or suppliers.
- Submission does not include details of how traffic will affect local area.
- Highway safety issues as gate D is close to flats
- Parking impact on the Queensgate estate - as gate F is right next to it.
- Inadequate parking.

Officer comment: Gate D and C are next to the Queensgate Development.

Impact upon air quality

- Additional traffic will result in additional air pollution.

Financial benefits

- The finance report states that they have had to cancel airshows and conferences, resulting in significant losses to the businesses and wider economy. However, in 2020 the airshow went ahead and they have hosted online events.
- State that they will use local suppliers – their cranes are already from London.

Officer comment: The 2020 Farnborough Airshow was cancelled.

Other

- Built without planning permission
 - Why has council not stopped them
 - Council has already given green light/ money talks

Officer comment: It is not an offence to undertake development without first obtaining planning permission. However, doing so is at the developer's own risk. The Council has, in accordance with its Local Enforcement Plan, advised of the need for planning permission and the application submitted must be considered on its merits. Depending on the outcome, further consideration will be given to the expediency of subsequent action.

- Why so close to residential units/ why not else where on the airfield.

Officer comment: A number of concerns have been raised that question why the sound stages are positioned in proximity to the Queensgate flats. It is not for the LPA to consider the acceptability of the development in alternative locations. The stages have been positioned to avoid the 19m Radar Transmission line¹, and to enable their retention and use as part of Halls 3 and 4 when the Air show proceeds.

- 3 years not temporary/ Will end up being permanent / how can we ensure its removal

Officer comment: The Council must determine planning applications as submitted. The proposal is for a temporary permission.. In these circumstances a standard condition would require the removal of the structures and cessation of the use at the end of that period

- Why is the substation permanent?

The intention is for the substation to provide supply for present and future use of the site, including Airshow operations.

- Impact upon property values/ hinder sales/ people trapped with mortgages/ someone needs to pay
-

Officer Comment: Property values and salability are not considerations material to the determination of planning applications.

- Poor communication / lack of regard for residents

Officer comment: whilst it is unfortunate that the residents of the Queensgate development feel that there has been a lack of engagement and a lack of regard for residents, this is not a

¹ Figure 1 shows a 19m transmission slope whereby no building such height can be erected beyond it. This Transmission slope relates to the transmission of Radar used for the purposes of air traffic control.

material consideration in the determination of this application. The LPA are required to determine the planning application before them and any other material planning considerations which do not include the quality of public engagement by the applicant or the fact that planning permission was not sought prior to commencement of work.

- Blocks views of airfield

Officer comment: Views from individual properties are not protected and are not considerations material to the determination of planning applications.

- Fire safety issues – stages built out of plastic – highly flammable and toxic smoke.

Officer comment: It is not within the remit of the LPA to make an assessment regarding the fire safety requirements of materials of developments. The Hampshire Fire and Safety Service have been consulted on this application.

- Website needs to include details of FIL on airport page

Officer comment: opinion on the content of a webpage unrelated to this proposal is not material to the determination of this application.

- Impact upon mental health

Officer comment: Whilst impact on health is a matter of concern for the Council, the extent to which it is explicitly material to the determination of a planning application or could, based on an allegation, substantiate a reason for refusal is very limited.

- Impact upon mobile/ internet signal

The alleged impact of the development on a phone signal is not material to the consideration of this planning application.

POLICY AND DETERMINING ISSUES

Policy and determining issues

The site is located within the built-up area of Farnborough. It is not within a Conservation Area and does not contain nor adjoin a Listed Building.

Rushmoor Local Plan Policies SS1 (Presumption in Favour of Sustainable Development), SS2 (Spatial Strategy), IN2 (Transport), DE1 (Design in the Built Environment), SP4 (Farnborough Airport), IN2 (Transport), DE1 (Design in the Built Environment), DE10 (Pollution), PC1 (Economic Growth and Development), PC8 (Skills, training, and Employment), NE5 (Countryside), NE9 (Surface Water Flooding at Farnborough Airport), along with Rushmoor Car and Cycle Standards SPD and the NPPF are considered relevant to the consideration of the current application.

In this context the following are the main determining issues for the current proposals:-

(a) Principle; (b) Visual Impact upon the character and appearance of the area; (c) Impact on Neighbours; (d) Highways Considerations; (e) Ecological Impacts; (f) Economic benefits; (g) The Planning Balance.

Commentary

- Principle

Policy SS1- Presumption in Favour of Sustainable Development sets out that Planning Applications that accord with the policies within the development plan must be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application, the Council will grant permission unless material considerations indicate otherwise, taking into account whether any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework as a Whole.

The Rushmoor Adopted Local Plan does not make reference to filming uses (sui-generis) and neither does the NPPF and an assessment of the development must be considered in relation to the presumption in favour of sustainable development. The NPPF defines sustainable development as having three main characteristics – economic, social and economic impacts. The principal issues are set out and weighted in the planning balance in this report.

- Visual impact upon the character and appearance of the area

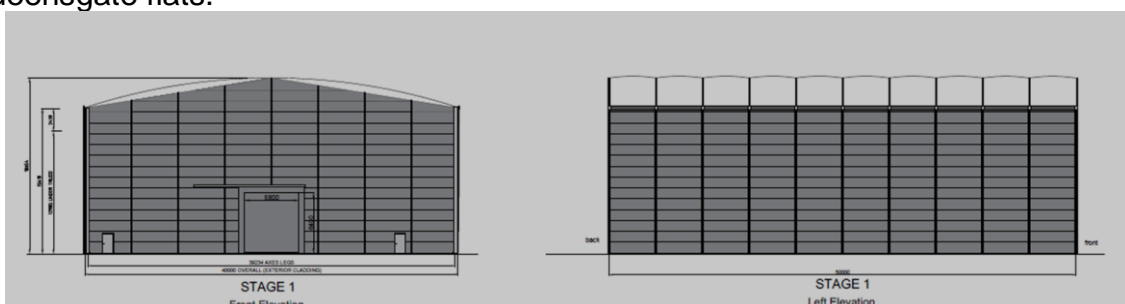
Siting

Concerns have been raised that the erection of these temporary structures results in an commercial appearance that is out of character. The development is located within the established exhibition site containing the Farnborough International Exhibition and Conference Centre. The sound stages and workshops are located on the existing hardstanding terraced areas where temporary exhibition halls 3 and 4 are located during the Air Show. This area has periodically accomodated structures associated with such events and the erection of temporary structures in this location has taken place periodically since the mid 20th century. The current proposal would retain the structures for a longer period and the sound stages are taller than the exhibition hall buildings usually erected in these particular areas. The biennial air show 'halls' have a ridge height of around 14m, some 4m below that of the sound stages.

The provision of temporary exhibition buildings is not in principle out of character, however the Sound Stages have a prominent and significant visual impact a result of their scale, appearance and height.

Height scale and massing

The sound stages are shallow pitched rectangular temporary buildings that measure 40x50m at a height of 18.7m clad in Kingspan (grey) panels. The ground levels vary across the site so that Stage 2 is located on higher ground than Stage 1. Both stages are on higher ground that the Queensgate flats.



Concerns have been raised by residents that the buildings are too large and too close to the residential development.

Stage 1 is approximately 35m from Bowman House, and 39m from Lewis House. Stage 2 is located 54m to the west of Bowman House and 49m from Rochford House. The sound stages are 18.7m in height and when taking into consideration the difference in land heights, they are at their highest some 5-7m higher than the blocks of flats on the neighbouring land. The Queensgate flat blocks are around 13.5m high (notwithstanding land levels).

The massing of the stages and their external façades is markedly different from the appearance of residential buildings. Their overall floor plan dimensions are not significantly different to those of block of flats their elevations are unbroken and featureless which accentuates their bulk.

The workshop is a pitched rectangular 'A framed' structure that measures 20m x 100m and 7.7m high. This is to be used for the creation of sets, costumes and props. It is not easily seen from the surrounding streets or buildings and does not appear out of character within the site itself.

The development also includes changing the use of some of the existing chalets to offices in association with the filming use (approx. 1103sqm). The development does not materially alter the appearance of these chalets.

The proposed substation would be located on lower ground between Sound Stage 1 and Gate C. This structure is modest in size and is not considered appear out place within the context of the site.

- Impact upon neighbours

In determination this planning application the Council, in accordance with policy DE1 of the Local Plan, must consider whether the development would result in harm to neighbouring occupiers by reducing the amenity of their residential environment to a significant degree.

Daylight and sunlight -

It is alleged that the development results in a noticeable reduction in light to affected properties. A daylight and sunlight assessment has been submitted based on BRE (Building Research Establishment) Guidance - Site Layout Planning for Daylight and Sunlight: Guide to good practice (Littlefair). This has been updated and subsequently amended.

The BRE's guidance sets out that in terms of the assessment of *daylight* (light from the sky) the first step is to use a 'rule of thumb' measuring the angle to the horizontal subtended by the new development at the level of the centre of the lowest window. If this angle is less than 25 degrees then it is unlikely to have a substantial effect on the diffuse skylight enjoyed by the existing building. If this angle is greater, then a more detailed check is required to find the loss of skylight to the existing building.

Some loss of daylight and sunlight as a result of development is commonplace and not necessarily harmful in itself to the extent that it could substantiate refusal of planning permission – the BRE guidance assists in ascertaining the threshold and significance of impact.

The revised Daylight and Sunlight assessment has been conducted in accordance with its requirements. An error was found in the ASPH and WSPH figures and these have been corrected in the latest version. For clarity, the modelling software used by Hydrock for BRE assessment has a tolerance or margin or error of 10% - this has resulted in the slight improvement of sunlight lighting for Block D window 4 (bedroom).

A resident raised the concern that the submitted report has not taken into account that sound stages are on raised foundations compared to Queensgate flats and does not contain dimensional information. The submitted daylight report has taken into account the relatively different land levels between the flats and the sound stages and was prepared with dimensional information of both the flats and sound stages. A resident also raised that the report does not examine the trajectory of the sun / existing and resulting LUX levels. The report is based upon the BRE Guidelines and such guidelines do not require the measurement of Lux. Lux is used to measure artificial and ambient levels in relation to the impact of artificial lighting schemes upon areas and habitable rooms – but not natural daylight and sunlight impacts. It is not therefore relevant in this instance.

The submission states that in terms of the Bowman House and Lewis House elevations facing Stage 1, the ‘obstruction angle’ at its worst, when taken from the lowest habitable windows, would be 23 degrees, and that of stage 2 in relation to Bowman House and Rochford House would have a obstruction angle at worst of 21 degrees. As set out within the BRE Guidance, If this angle is less than 25 degrees then it is unlikely to have a substantial effect on the diffuse skylight enjoyed by the existing building. The conclusion in relation to BRE guidance is therefore that no additional assessment is required and the development does not have a substantial effect on diffuse skylight.

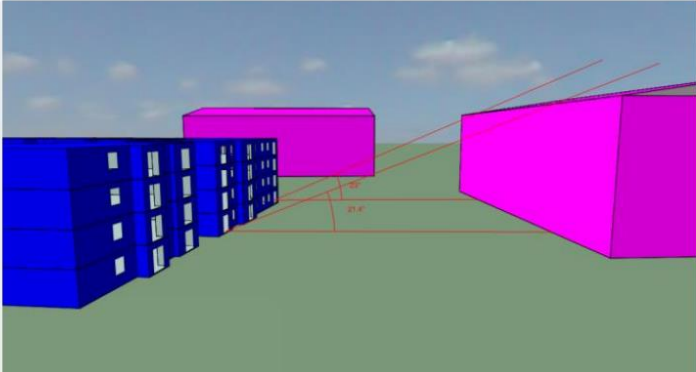
Façade Assessed	Obstruction Angle	Comments
Stage 1 impact on Phase 9 Queensgate north façade		Obstruction angle 23 degrees at worst point, daylight and sunlight impact will be negligible. No further assessment is required.

Figure 2: Stage 1’s impact upon the Queensgate flat’s north façade

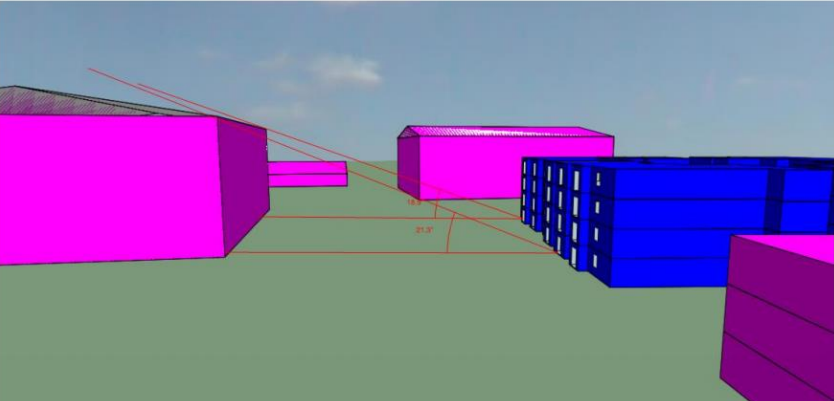
Stage 2 impact on Phase 9 Queensgate west façade		Obstruction angle 21 degrees at worst point, daylight and sunlight impact will be negligible. No further assessment required.
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Figure 3: Stage 2’s impact upon the Queensgate Flats West façade.

In terms of sunlight the BRE's Guidance does not require this to be assessed from north facing windows because a north facing window will only generally receive it on a handful of occasions (early morning and late evening in summer). The '25 degree' rule of thumb also applies to sunlight assessments. As demonstrated above this is not contravened by the development. Notwithstanding this, a more detailed assessment was carried out in relation to the level of resulting daylighting within the buildings.

If a habitable room post development receives less than 0.8 times its former sunlight hours then sunligning to that habitable room may be adversely affected. If the habitable room can receive more than one quarter of APSH (Annual Probable Sunlight Hours)(25%), including at least 5% WPSH (Winter probable Sunlight Hours) in the winter months then the room should still receive sufficient sunlight according to the guidance. If it is below that level, then the reduction will be noticeable.

Only the ground floors of Bowman House and Rochford House have been considered as a worst case scenario. As a result of the development Block A Window 2 bedroom (ground floor) would result in an APSH of 21.78% a reduction from 25.98%. The difference would be less than 0.8% (reduction factor). Whilst the reduction would therefore not be 'adverse' it would result in the room being noticeably duller. It should also be noted that the BRE's Guidance makes it clear that the loss of sunlight to bedrooms is less important than living rooms as these areas are predominately used for night-time activities. All other habitable rooms meet the requirements set out within the BRE Guidance.

A resident raised the concern that the proposal would result in the loss of low sun angles/ glare. The development would result in the loss of some low angle light to some properties. However, this low light/ glare is not identified in BRE guidance as necessary in order to achieve an acceptable level of daylight and sunlight.

Application of BRE guidance therefore concludes that the development would not result in a harmful loss of daylight and sunlight to Bowman House, Rochford House, Lewis House, Mayberry House, or Woolett House .

Overbearing impacts -

Residents of the Queensgate flats state that the sound stages appear oppressive and overbearing.

Stage 1 is approximately 35m from Bowman House, and 39m from Lewis House. Stage 2 is located 54m to the west of Bowman House and 49m from Rochford House. Whilst such separation would not be uncommon in relationships between residential buildings, the unbroken and largely blank facades of the sound stages are not particularly prepossessing and dominate the outlook from properties facing them. This is particularly the case for those with dual aspect windows in Richford House which have windows which face both Sound Stages

Outlook -

The position of Stage 1 and 2, has impaired the quality of the outlook from the properties within the Queensgate development - particularly for the occupants of Bowman House whose windows face both sound stages. However, the resulting outlook is not considered to be harmful to the extent that it would result in adverse harm to the quality of the living conditions

within. Such harm results from the massing and featureless facades of the sound stages.

Noise -

It is noted that the residents have experienced noise disturbance during the construction of the sound stages themselves. This is being addressed by the Council's Environmental Health team and such impacts are not material to consideration of this application – which must address the potential for disturbance from the use of the development itself.

The acoustic testing report for the proposed Sound Stages are primarily concerned with preventing external noise from impacting on the internal acoustic environment of the sound stage, however this works both ways. Whilst there is no information provided regarding what level of noise will be generated by activities taking place internally. A high level of sound reduction (>50dB) across the building envelope is required to ensure aircraft noise does not impact on recording within. This should prevent all but extreme levels of noise being adequately reduced. A condition restricting the levels of noise at a set distance away from the nearest residential façade is recommended.

It is further proposed that filming activities on the site would generally occur between the hours of 08:00 and 20:00. The proposal seeks to have the flexibility to film outside these hours depending upon filming schedules. Aside from the stages themselves, sources of noise activity could come from vehicles, movement of props and stages, the workshops, amplified music, and from movement of people around the site.

The workshop would host light industrial activities such as the making of sets, costumes and props. This is likely to involve the use of tools and associated equipment. This structure is not sound insulated, but is located some 80m from the closest residential occupiers (the corner of Bowman House).

The offices are to be used in association with the sound stages. These are some 340m from the closest residential occupier, Rochford House and Woollett House. It is considered that this aspect of the site is unlikely to result in noise disturbance.

A draft Operational Management Plan has been submitted. This includes measures such as;

- Workshop – typical working hours of 8am – 4pm, ensuring that the doors are closed during loud machinery is in operation.
- Catering vehicles – located away from residential properties and no use of diesel generators
- Lighting – no high level lighting (unless agreed in writing)
- Advanced notification procedure (to residents) for working beyond 'standard operating hours'
- Vehicle movements to be limited to 10mph to reduce noise.
- Parking within Car Park 3 away from the residential occupiers.

In addition to these measures, a condition has been recommended (Condition 8) to limit noise and other disturbances to noise sensitive receptors. This Operational Management plan is in draft form and the condition would require the submission approval and adherence to a final version. The condition has also been worded to require the review of the Operational Management Plan so that it responds to changes – such as in filming crew and working requirements.

- Highways implications

The development proposals will result in an increase in traffic to and from the site. The Transport Statement sets out that around 250 staff daily will be involved with the film making process but expects that the day to day traffic will be less than 200 vehicles. This would result in 400 two way vehicle trips to and from the site. It is also understood that the standard operational hours as a whole would be 06:00 to 20:00 Monday to Friday, with some weekend working as required. There would also be 4 security staff on site at all times.

A revised Transport Statement along with a Draft Transport Management Plan was received. The Transport Statement, in short, sets out that as the traffic flows would be outside of the peak hours (06:00 – 20:00) then there would not be a harmful impact upon the local highway network. Whilst no explanation has been provided to why most traffic movements are expected before 06:00 and after 20:00, it sets out that this would be controlled via a Transport Management Plan. HCC highways have expressed a preference that vehicle movements are restricted to outside of peak times, this is not a restriction that could be easily monitored or enforced.

The Draft Transport Management Plan sets out a number of mechanisms for the monitoring and management of parking and access to avoid harmful impacts upon the wider highway network. Such mechanisms vary with whether the filming is being undertaken without any events on at FIL, or if both the filming and FIL events are on at the same time.

Operation of film making outside of FIL events. Mechanisms include;

- Management of vehicles to use Gate F and car park 3 only
- Studio 50 to encourage visitors to avoid travelling during the AM and PM peak
- Studio 50 to encourage filming crews and support staff to consider active travel modes or public transport
- FIL to monitor and record filmmaking traffic movements at Gate F during the AM and PM peak
- FIL to work with Stage 50 to ensure movements operate outside of peak movements as much as possible meeting on a monthly basis to review the situation
- Setting up of an Operations Management Group where FIL event managers will meet with Stage Fifty management staff in a weekly structures review meeting and will also check in Stage Fifty twice a day to report immediate issues
- FIL to provide feedback to RBC and HCC on a regular basis (to be agreed)
- Control measures investigated if monitoring of the site access identifies any issues with visitors accessing and egressing the site during AM and PM peak hours.

Interaction with activities associated with Farnborough International: Farnborough International is a conference and event venue with events spanning across the year. The film making use is not proposed to cease when FIL events and activities (with the exception of the Farnborough Airshow) are taking place. The submitted Transport Management Plan undertakes that FIL will;

- Avoid event start/ closing times during morning and evening peak hours
- Engage with the local business community and other stakeholders by holding regular meetings where further information on the use of the sound stages and forthcoming events at Hall 1 and other on-site venues is shared
- If filming activities occur at the same time as events on site, FIL will continue to dynamically manage traffic movements and volumes in response to activities on the site. FIL will also implement the package of measures for the filmmaking activities in

conjunction with FIL's existing event management plan, as set out in the Traffic Management Action Plan.

- Site accesses monitored by traffic Marshalls

Interaction with the Farnborough Airshow:

- The filming use is to cease during the Farnborough Airshow and this is the subject of proposed Condition 11. Consequently there would not be cumulative traffic impacts as a result of the filming use and the operation of the Farnborough Airshow.

The Draft Transport Management Plan provides a generally comprehensive array of mechanisms to monitor highway activity in order to avoid issues on the wider highway network. However, it is noted that it lacks detail of the explicit mechanisms to be used to enforce such behaviours of individual staff - other than the implication that would be achieved through managerial chains. It is noted that the precise nature would vary depending upon the particularities of the crew at hand, which at this stage is unknown. A Transport Management Plan that is reviewed periodically would enable adaptations to the plan should certain mechanisms not work as intended or better controls put into place – following feedback from such monitoring. This is the subject of recommended Condition 9.

Residents have raised concerns that the proposal would affect the Wavell School, particularly the Lynchford Road / Holiday Inn roundabout area. The Transport Assessment sets out that most traffic movements would be outside of the peak avoiding school drop off and pick up times. Subject to adherence to such traffic movements there should be no conflict in this regard.

- Parking provision

The Transport Statement sets out that around 250 staff will be involved with the film making process.

The Council's Car and Cycle SPD sets out standards for a number of uses. The proposed filming use is sui-generis and is not covered by the car and cycle SPD, and as such an assessment is required to whether the proposed parking provision is sufficient. As set out earlier within this report, vehicles will enter the site through Gate F and drive within the site to car park 3. Gate D will not be used by those in connection with film making. This is the subject of Condition 10. The plans show a parking area for 200 vehicles within the application site, and there is space within the site for additional vehicles should a greater number of spaces be required.

Taking these factors into considerations, it is not considered that the proposal would result in parking stress in the surrounding streets or highway network.

- Ecological impacts

The sound stages are located close to the SINC (Site of importance for nature conservation) consisting of grassland within the airport and exhibition site, but does not directly affect it.

- Economic benefits

There have been a number of documents submitted supporting the economic benefits of the development. This includes an Economic Benefit Statement by Planit Consulting, An Economic

Benefit Statement by Farnborough International and Stage 50, a statement from the British Film Commission, and a note from Rushmoor Borough Council's Economy and Growth Service Manager.

The pandemic has had a significant impact upon the economy at national and local level, affecting businesses and increasing the level of unemployment. In Rushmoor there has been a large rise in the number of people claiming out-of-work benefits, in March 2021 5.1% (3,110) of the working age population were claiming out-of-work benefits, up from 1.7% (1,030) in March 2020. The number of 18-24 year olds claiming out-of-work benefits has increased to 8.1% in March 2021, representing 585 claimants in the area. This is a higher percentage than Hampshire (7.4%) and the South East (7.8%).

This includes Farnborough International Limited. Farnborough International Limited is a key local employer and significant economic asset for the borough, providing considerable direct and indirect economic benefits to Rushmoor. However, Covid-19 has had a significant impact on the Farnborough International Limited business, having had to cancel the biennial Airshow in 2020 and have been unable to host exhibitions and conferences since March 2020. This and the other exhibitions and conferences run at Farnborough International bring visitors and provide employment and business opportunities in the supply chain across the borough.

In light of such economic context, FIL sought to diversify its operations for a temporary period until August 2024. There is a significant demand for new studio space immediately within the M3/M25 corridor and FIL has received significant interest from production companies seeking space to undertake filmmaking.

Film making is a booming sector and offers significant economic spill over effects. The British Film Commission (BFM) cite film and TV studios as examples of how creative businesses and local investment increase employment and share spill-over benefits across the area and the supply chain'. Their contribution to GVA has outstripped that of automotive, aerospace, life sciences and oil and gas industries and infrastructure, has never been higher.

The film studios will provide up to 200 jobs for local residents, particularly young people which have been particularly impacted by the COVID-19 pandemic, and work to provide this is underway. Hartswood studio's, the first filming company to be using the stages, have already engaged. with the local authority with a view to supporting the skills and employment work in the area. They are seeking to employ local people and are currently working with the council in this regard. They have;

- connected with the Construction Skills Fund project (a project that works with unemployed people and trains them to achieve their CSCS card and Health and Safety level they are looking to employ trainees from this programme for the employment of set builders.
- connected with the Fashion and Textiles students at FCoT for the employment of costume design trainees.
- advertised and networked in our borough for a laboratory assistant (Covid testing).

They have also engaged in local curriculum engagement including; a successful Screen Skills open doors event (10th May) where we had 54 unemployed residents attend; have started discussions with FCoT to offer career talks and tours later in the year, and are seeking to support Cove Schools World of Work week in July.

There are also effects for the local economy as a result of the development from staff using

local restaurants, hotels and shops. Currently, it is understood that production staff are staying in local hotels Monday – Friday, and are hiring other venues (such as shops) and locations for filming scenes.

To ensure that such work is continued with other filming companies, a skills and employment plan is required by recommended Condition 12 to ensure continuity in engagement throughout the temporary period.

- The planning balance

Policy SS1- Presumption in Favour of Sustainable Development sets out that Planning Applications that accord with the policies within the development plan must be approved without delay, unless material considerations indicate otherwise. Where there are no policies specifically related to the type of development forming this application, the Council should grant permission unless material considerations indicate otherwise, taking into account whether any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits.

The NPPF defines sustainable development as having three main prongs – economic, social and environmental. These are the matters to be weighed in the determination of this application.

Environmental Impacts – The development has the potential to result in adverse harm to the amenities of the adjoining residential occupiers through visual impact, noise and light pollution. The amelioration and mitigation of such potential harm would be managed through live management plans secured by way of conditions. There is some loss of daylight, sunlight and outlook but not to the extent that it would result in serious or permanent harm to the residential occupiers of the adjacent development. The development would also result in additional vehicle movements that could give rise to a harmful impact upon the local highway network. The mitigation and management of traffic flows as a result of the development and in conjunction with activities at Farnborough International Limited can be controlled by conditions and a live transport management plan. The proposal would result in some harm in terms of the visual character of the surroundings the appearance of the. However, the proposed retention is temporary and can be reviewed should permission be sought beyond the currently proposed three year period.

Economic Impacts – the development would result in significant economic benefits that must be weighted in relation to the harm resulting from the development. The development would help the viability of Farnborough International in its recovery from the pandemic restrictions in terms of rents. The development would also bring local benefits through the use of local services and local employment opportunities – particularly important given the economic impact of the pandemic upon local businesses and jobs. However, it is also noted that this development is temporary their importance for this period is significant.

Social benefits – The development will have some social benefits. This includes training opportunities for local people and engagement with Farnborough College students seeking opportunities within the Film Industry. It would also have the benefit of contributing to the wider entertainment sector and long term input to skills and experience.

It is considered that the identified potential impact on residential amenity and character resulting from the development, when balanced against the economic benefits of the development, is not such that permission for the temporary period subject to the recommended conditions, should be withheld.

Conditions

Full Recommendation

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

Temporary permission

- 1) The Sounds Stages (1 and 2), and Workshop buildings hereby permitted shall be removed and the land restored to its former condition on or before the 31st August 2024. The use of the Catering Chalets an ancillary offices for the development hereby approved shall cease on or before the 31st August 2024.

Reason - Given the impact of the character and appearance of the structure, reconsideration in the light of prevailing circumstances at the end of the specified period would be appropriate in the interest of amenity.

Approved plans

- 2) The permission hereby granted shall be carried out in accordance with the following approved drawings Drawing numbers:

158903/TOR1 – Location Plan

S50/ 001 – Stage 1 floor plan

S50/002 – Stage 2 floor plan

S50/ 004 – Stage 1 Elevations

S50/ 005 – Stage 2 Elevations

S50/010 – Offices layout

S50/011 – Offices layout

S50/ 003 – Workshop floor plan

S50/006 – workshop elevations

S50/ 013 – site plan

S50/ 008 – site plan (showing gates)

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

No sound reproduction equipment

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

Reason - To protect the amenity of neighbouring property

Sound attenuation (stages)

- 4) Noise (LAeq) from within the proposed sound stages should be controlled to ensure noise levels at 1m from the façade of the nearest noise sensitive receptor are 10dB below the background noise level (LA90) without the sound stage noise present, in each octave band.

Reason - To protect the amenity of the adjacent occupiers.

Sound attenuation (plant)

- 5) All plant and machinery shall be enclosed with soundproofing materials and mounted in a way which will minimise transmission of structure-borne sound.

Reason - To protect the amenity of neighbouring occupiers.

Noise levels

- 6) The rating noise level of any external plant and machinery on the application site, as assessed under BS4142: 2014 'Methods for rating and assessing industrial and commercial sound', shall be lower than the background sound level as measured or calculated at 3.5 m from the nearest ground floor sensitive facade and 1m from upper floor noise sensitive facades, during the relevant periods of operation.

Reason: In the interest of residential amenity

Loading and Unloading

- 7) Loading and unloading from / of vehicles shall only be carried out on the side of the buildings remote from sensitive premises.

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

Operational management plan

- 8) No part of the development hereby approved shall be occupied and used for the purposes of filming until an operational management plan detailing;

- management responsibilities,
- management of noise resulting from the workshop
- Management of noise resulting from site operatives
- Management of noise around the catering facilities
- Management of external lighting
- complaints procedure
- neighbour communication plan
- Procedure for continual reflection and reworking of operational management plan

has been submitted to and approved in writing by The Local Planning Authority. The management plan shall be reviewed by the LPA with 1 month of the first occupation for the purposes of filming and thereafter at an interval so agreed. The development shall be carried out strictly in accordance with the details so approved.

Reason - In the interest of residential amenity.

Highways management plan

- 9) No part of the development hereby approved shall be occupied and used for the purposes

of filming until an operational management plan detailing;

- management responsibilities,
- management of traffic movements to avoid the peak
- Management of traffic movements during other Farnborough International Events including means to secure compliance from staff/ vehicle users
- neighbour communication plan
- Travel plan to encourage sustainable modes of transport
- Procedure for continual reflection and reworking of operational management plan

has been submitted to and approved in writing by The Local Planning Authority. The management plan shall be reviewed by the LPA within 1 months of the first occupation and use for the purposes of filming and thereafter at an interval so agreed. The development shall be carried out strictly in accordance with the details so approved.

Reason - In the interest of the free flow of the wider highway network

Access to development through Gate F only

- 10) The development hereby approved shall only be accessed via gate F as set out on approved plan S50/ 008.

Reason - To protect the amenity of the adjacent occupiers.

Farnborough Air Show

- 11) The filming use shall cease during the timespan of the bi-annual Farnborough Air Show.

Reason: In the interest of the highway network.

Skills and management plan

- 12) Prior to the occupation of the site by a new filming company, a skills and management plan shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To maximise opportunities for associated of skills and employment in the local area.

Thames Water

- 13) No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is

important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

Informatives

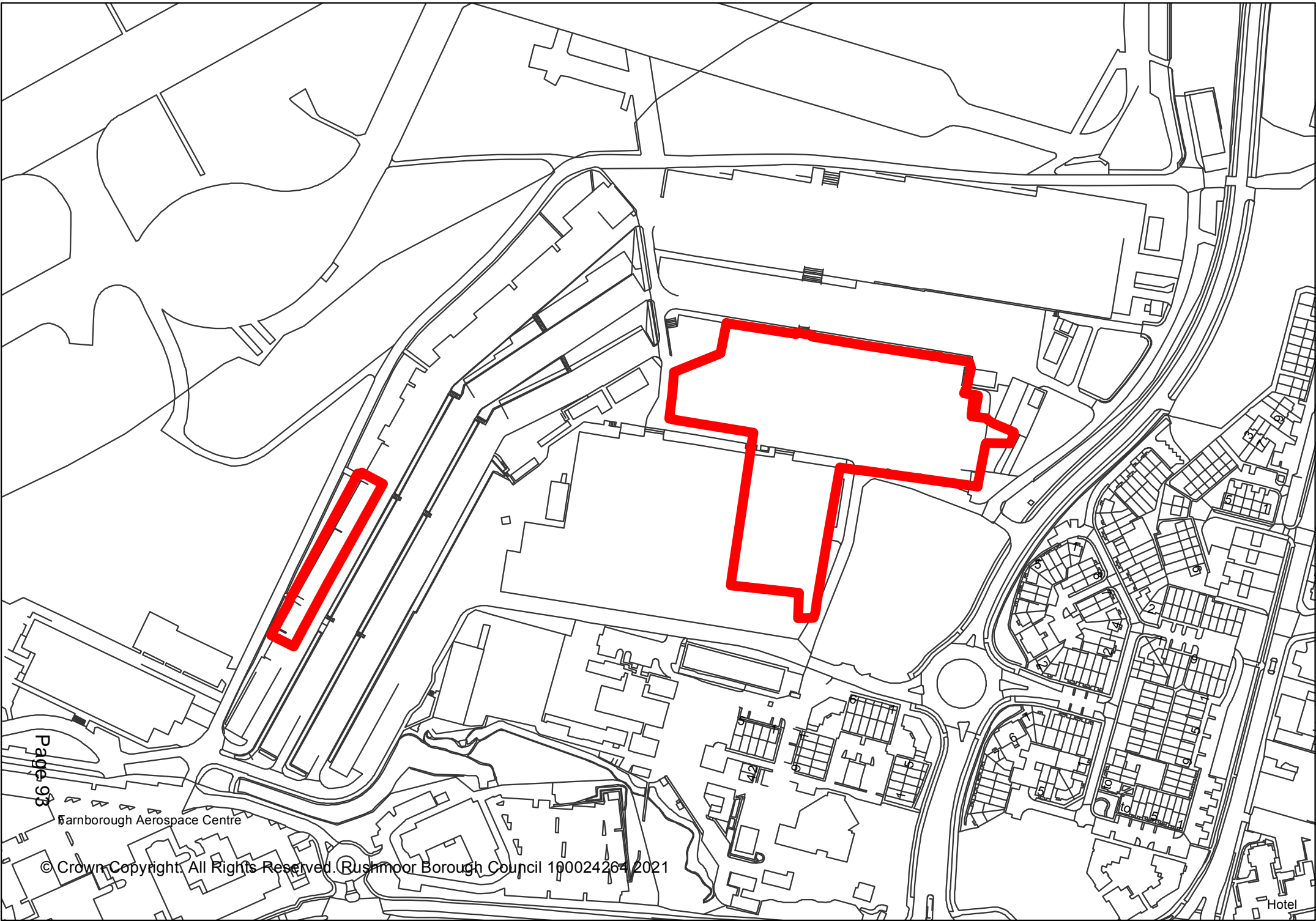
- 1 INFORMATIVE – The Local Planning Authority’s commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.

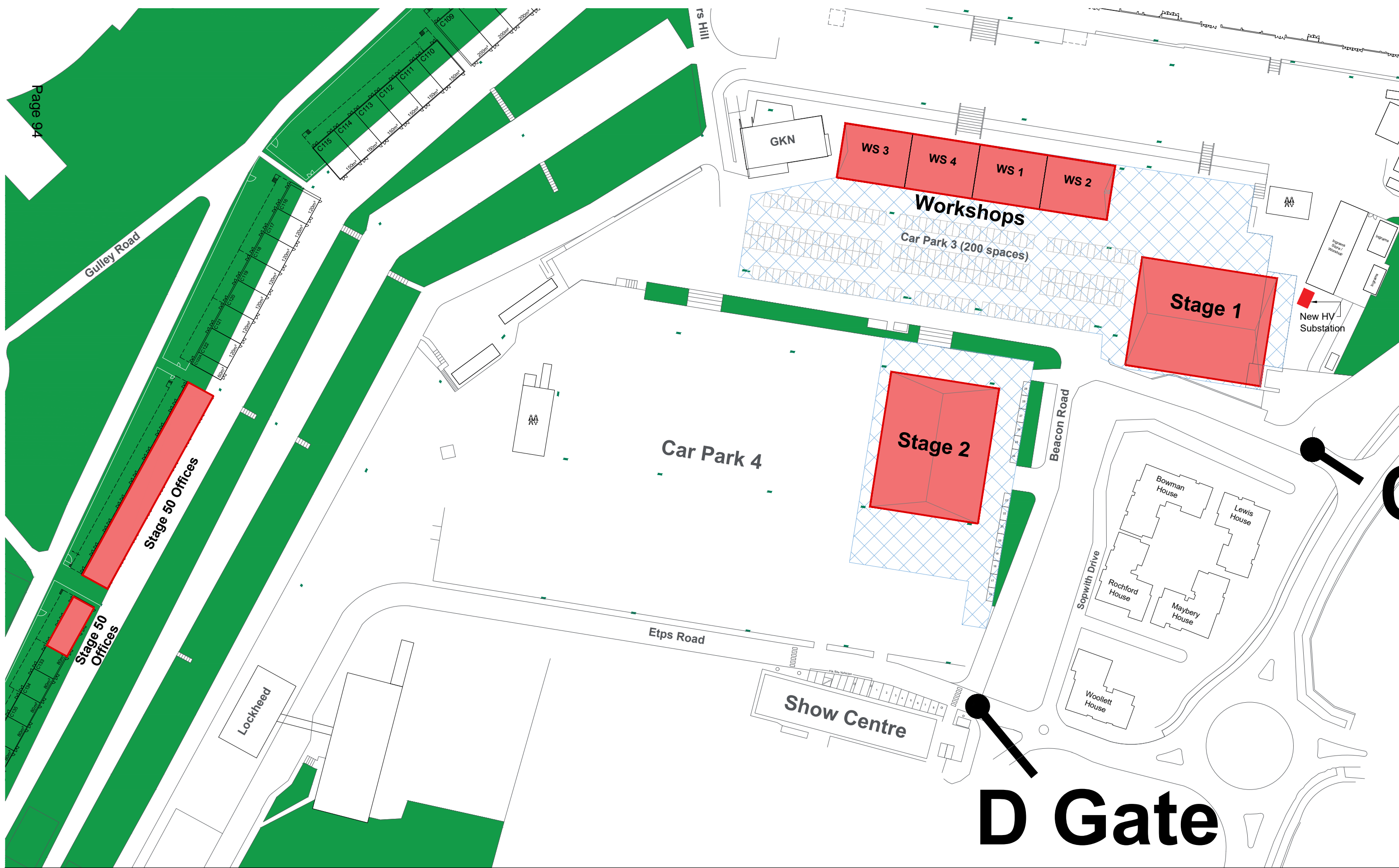
- 2 INFORMATIVE - REASONS FOR APPROVAL- The Council has granted permission because taking the above into the round, it is considered that the harm to residential amenity and character resulting from the development would be outweighed by the economic benefits of the development. Resulting, it is recommended that the temporary planning permission subject to conditions is granted. It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.

- 3 INFORMATIVE - Your attention is specifically drawn to the conditions marked *. These condition(s) require either the submission and approval of details, information, drawings etc.by the Local Planning Authority BEFORE WORKS START ON SITE, BEFORE SPECIFIC ELEMENTS OF THE PROPOSAL ARE CARRIED OUT or, require works to be carried out BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING.

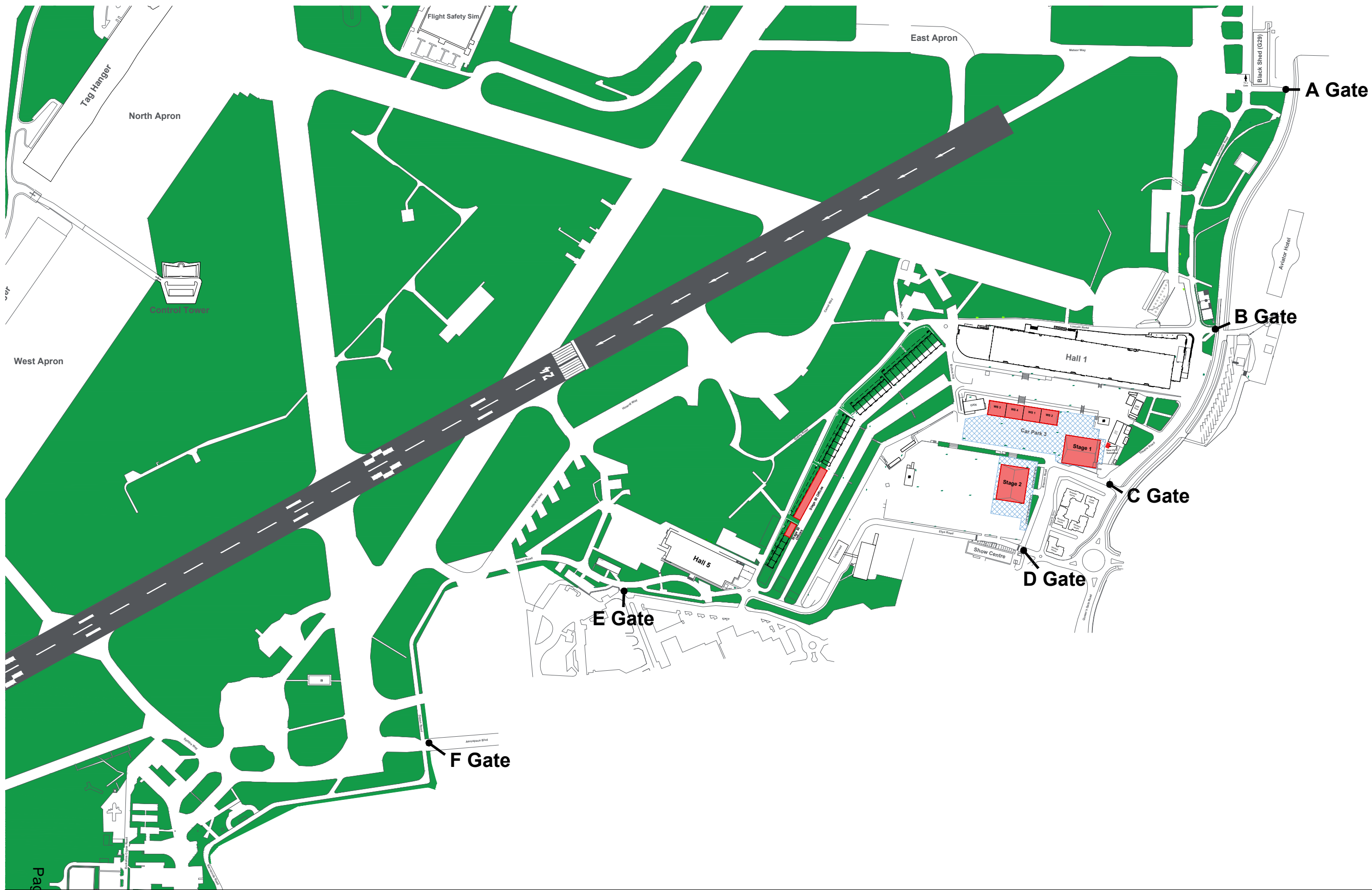
Development started, carried out or occupied without first meeting the requirements of these conditions is effectively development carried out WITHOUT PLANNING PERMISSION.

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

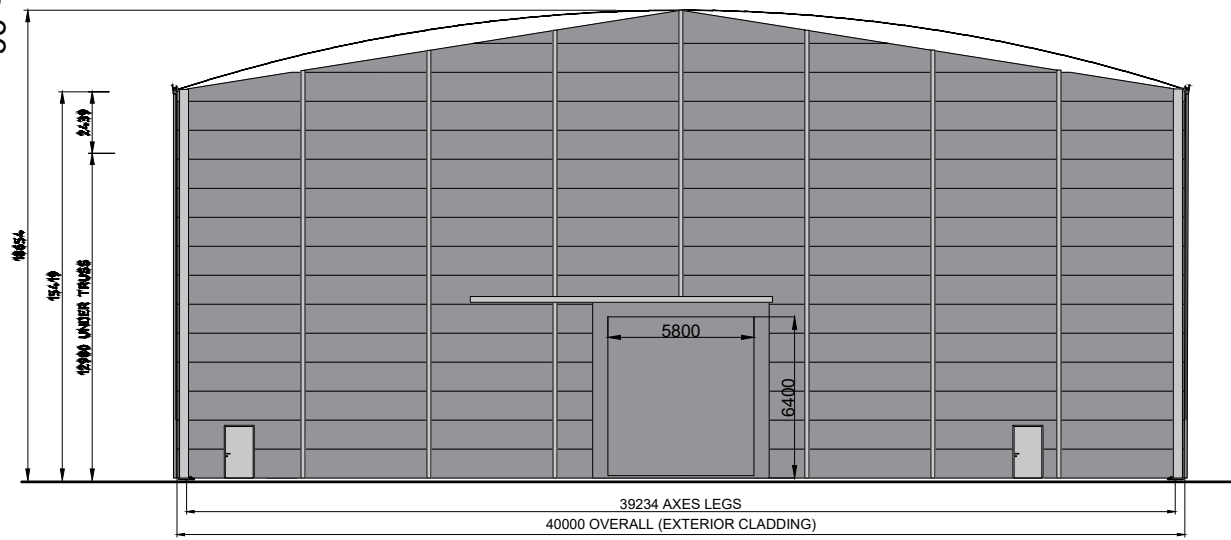




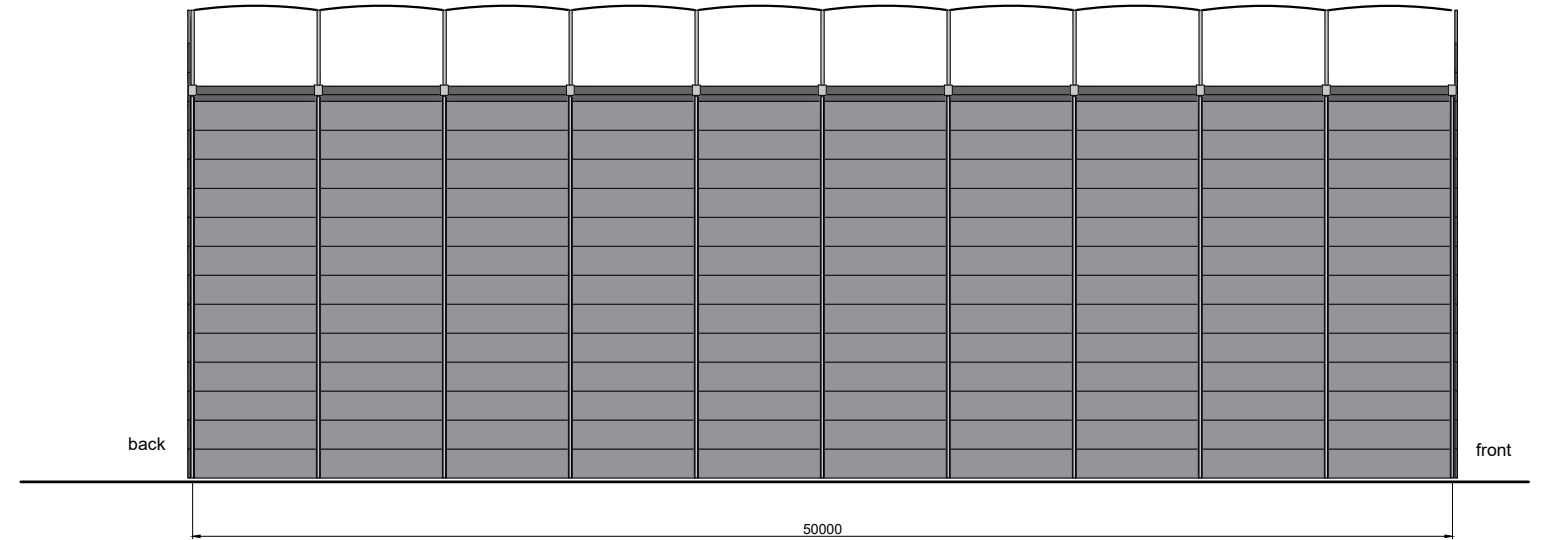
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REF: S50/ 013		REV: 02
Drawn by: FIL	Date: 10/03/2021	Scale: 1:1250 @ A3



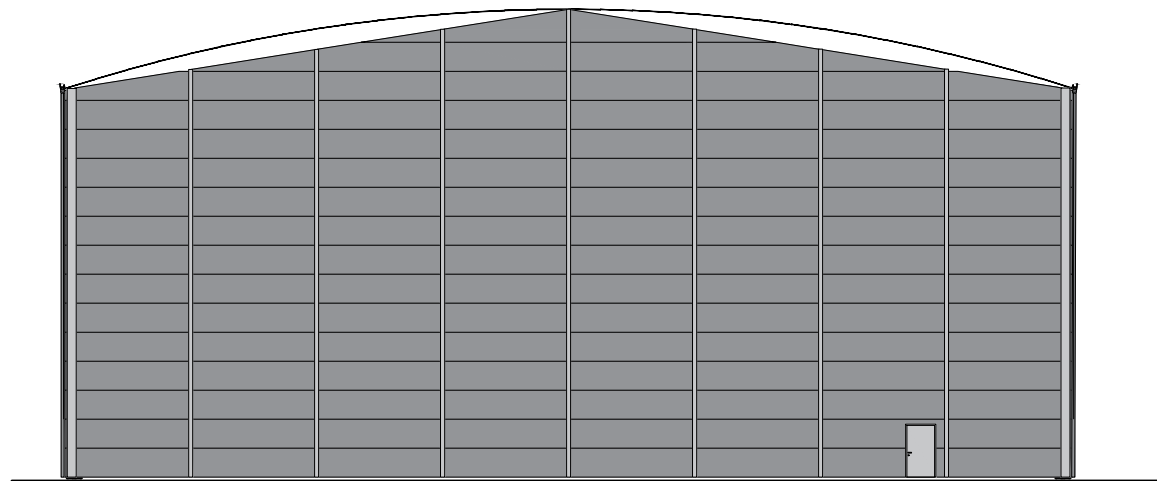
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Drawn by: FIL	Date: 10/03/2021	Scale: 1:5000 @ A3



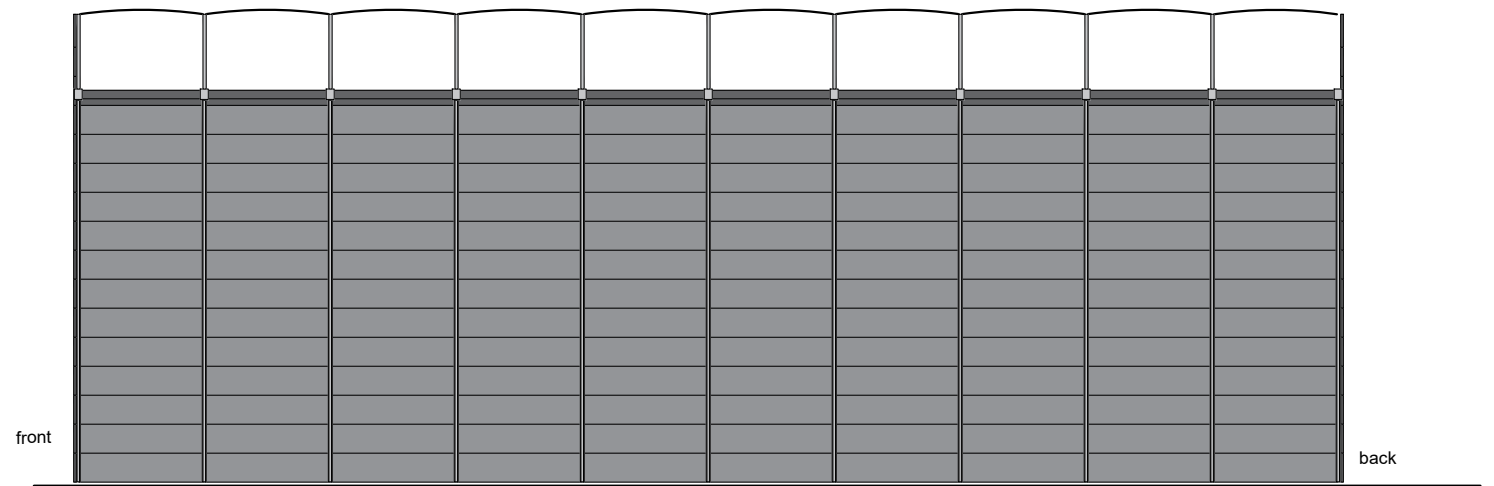
STAGE 1
Front Elevation



STAGE 1
Left Elevation

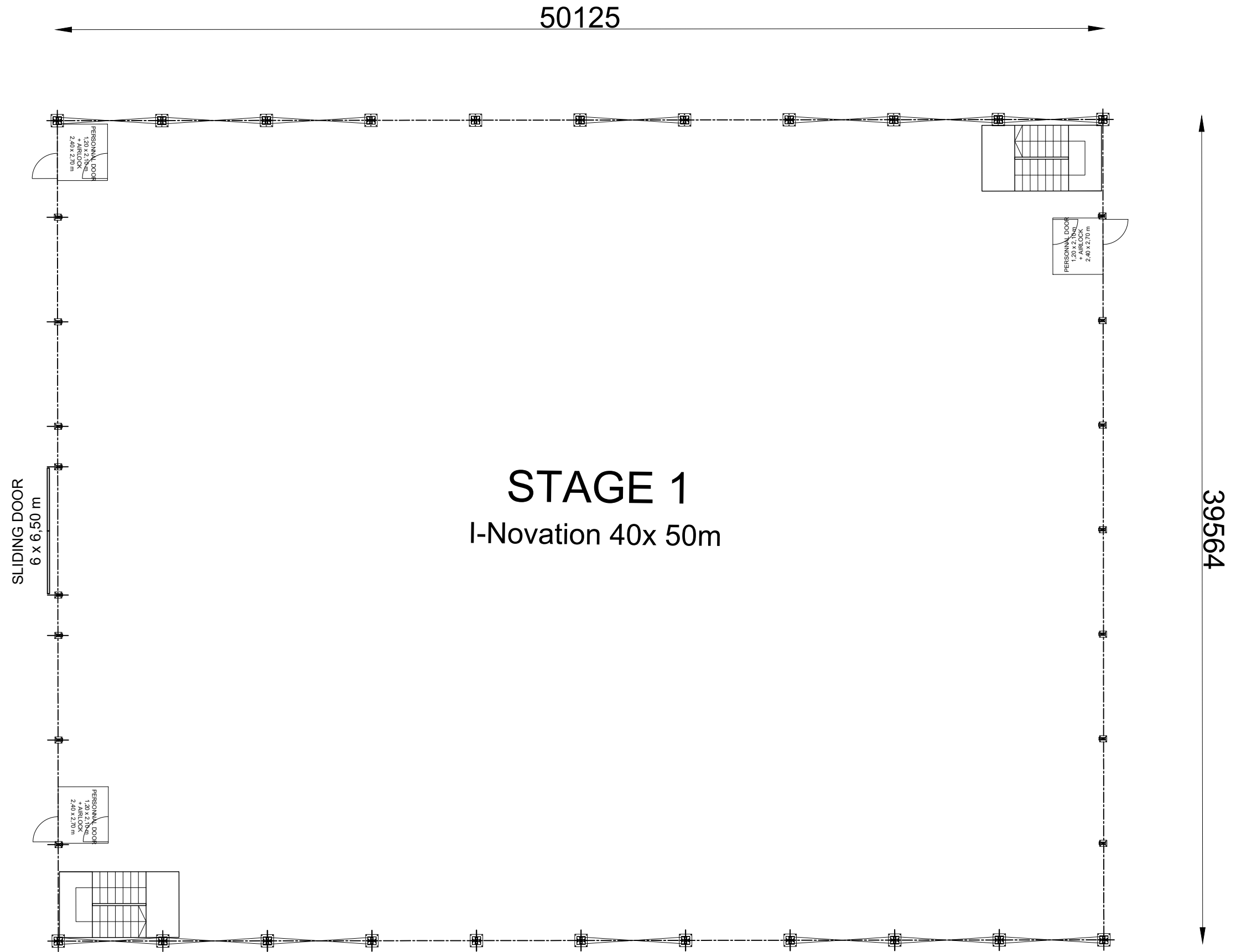


STAGE 1
Back Elevation

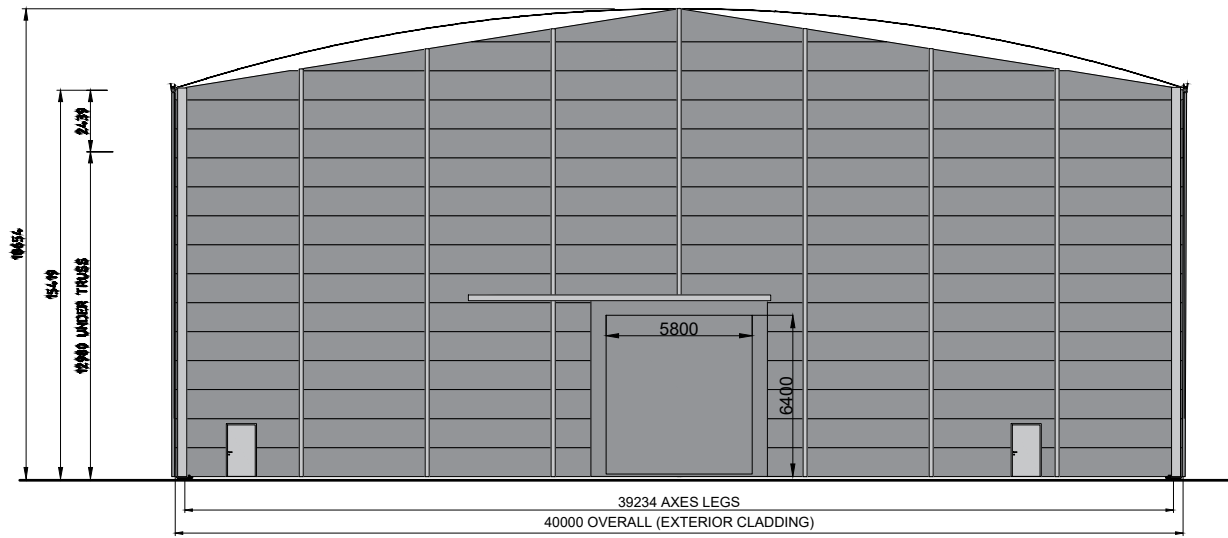


STAGE 1
Right Elevation

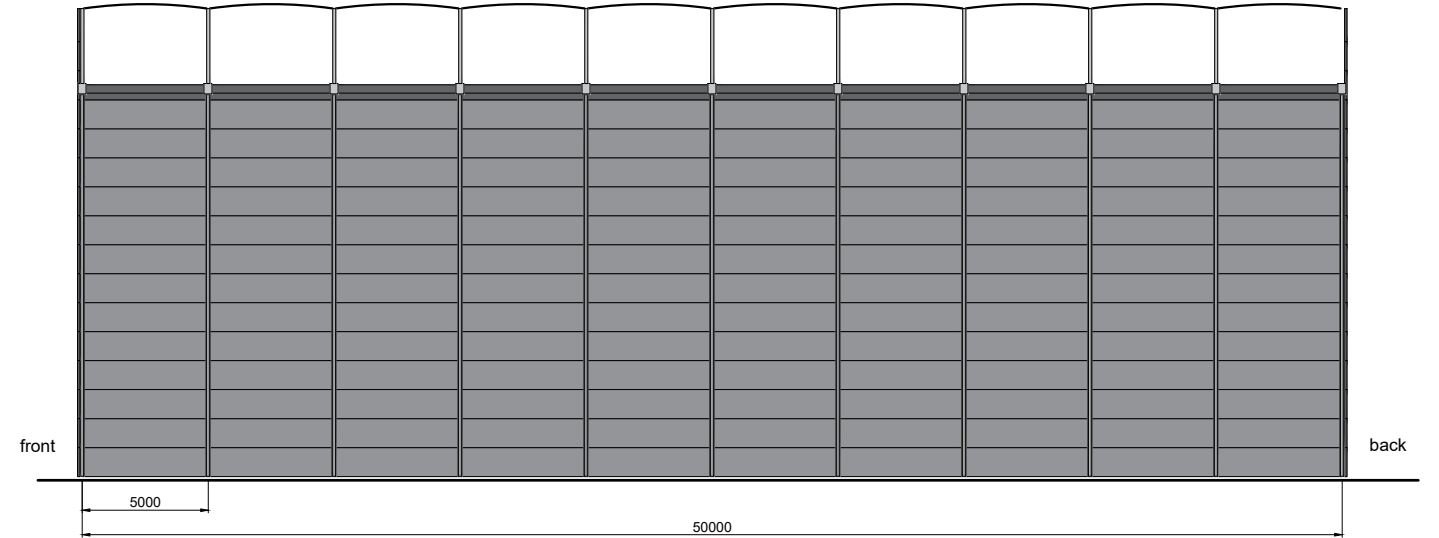
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Drawn by: FIL	Date: 09/03/2021	Scale: 1:300 @ A3



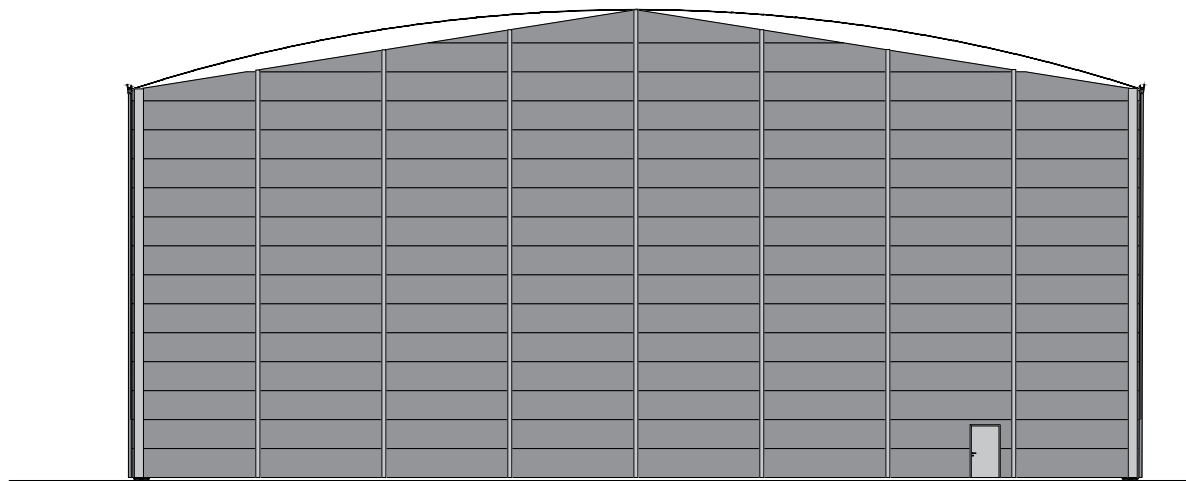
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REF: S50/ 001		Rev: 02
Drawn by: FIL	Date: 03/03/2021	Scale: 1:200 @ A3



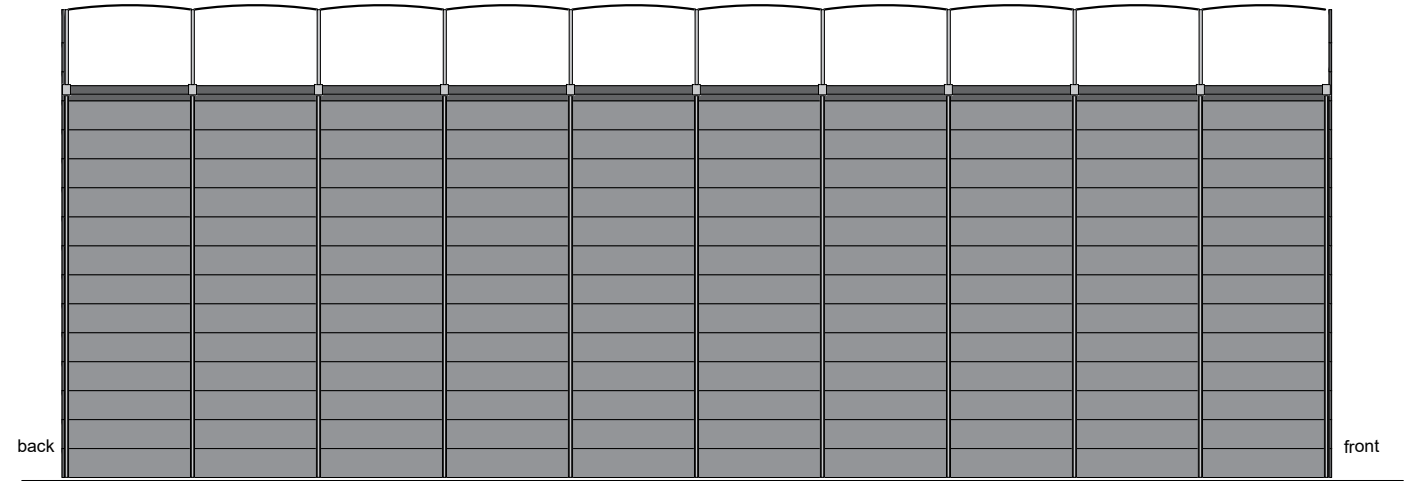
STAGE 2
Front Elevation



STAGE 2
Right Elevation



STAGE 2
Back Elevation



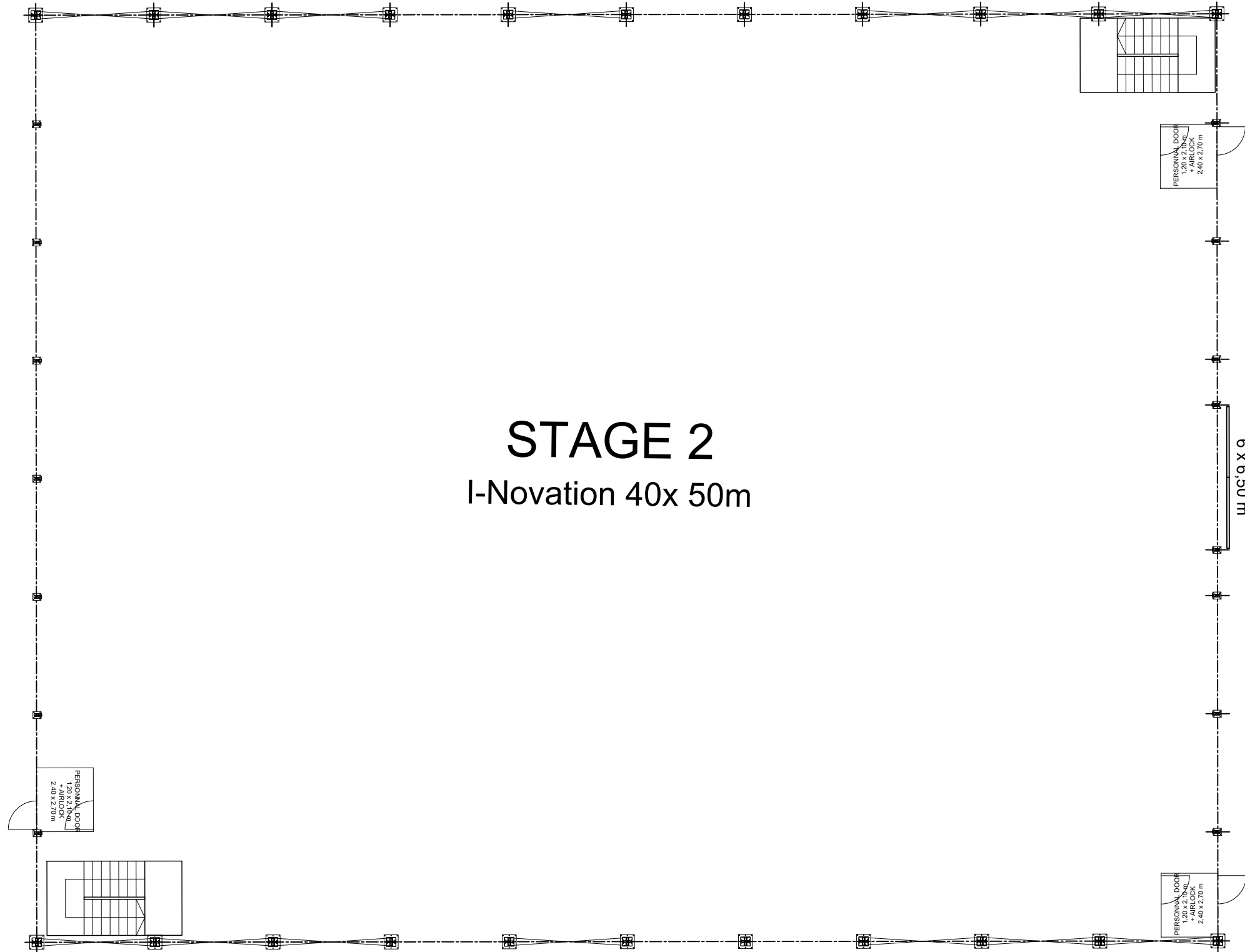
STAGE 2
Left Elevation

50125

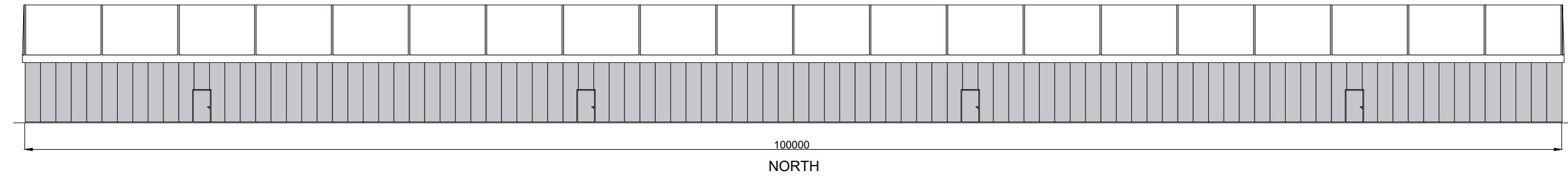
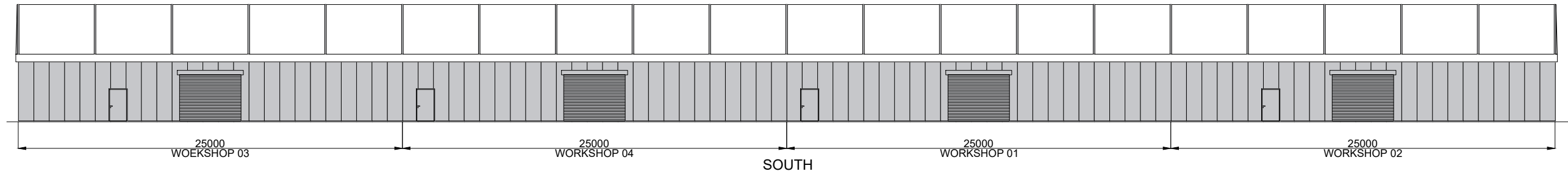
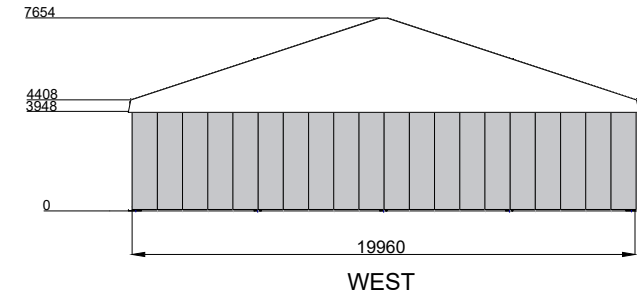
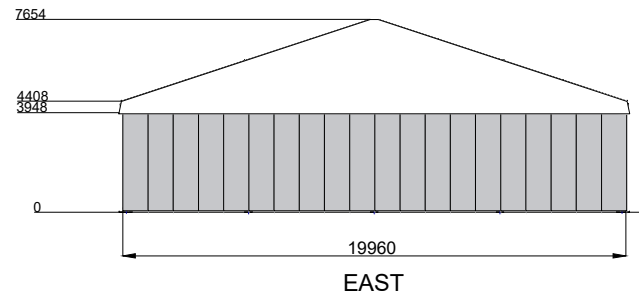
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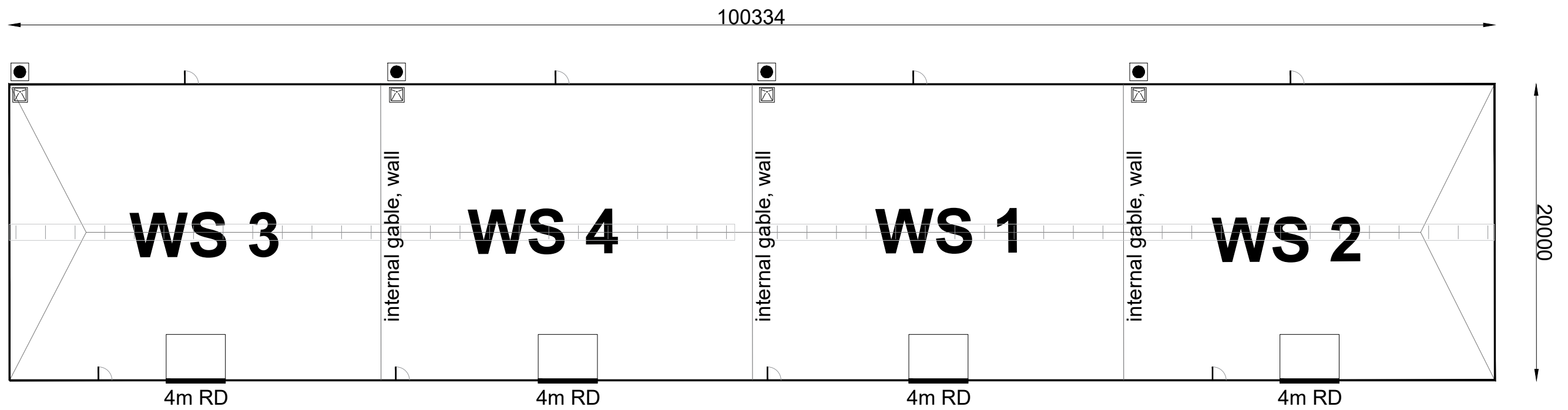
STAGE 2

I-Novation 40x 50m

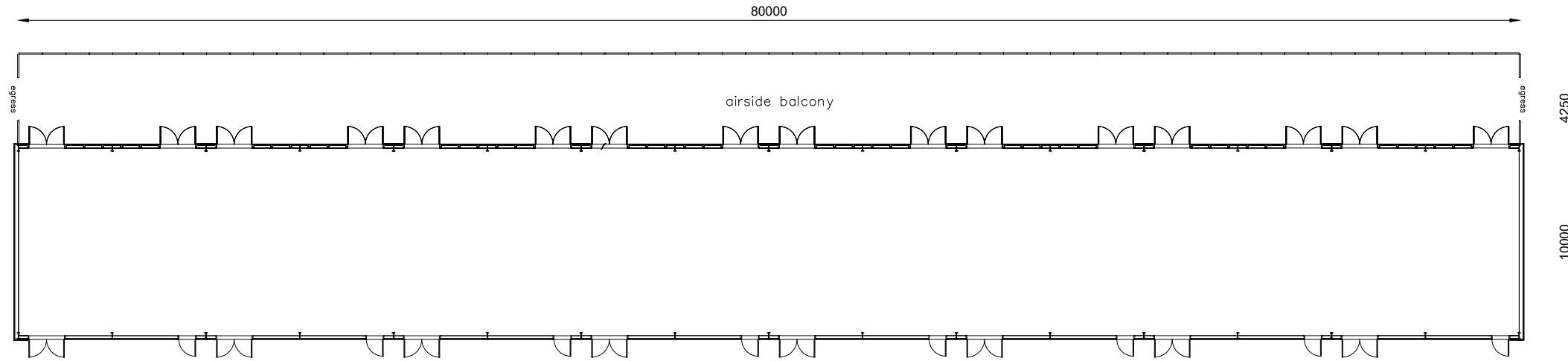


Title: Stage 2 - Proposed Plan		
REF: S50/ 002		Rev: 02
Drawn by: FIL	Date: 09/03/2021	Scale: 1:200 @ A3

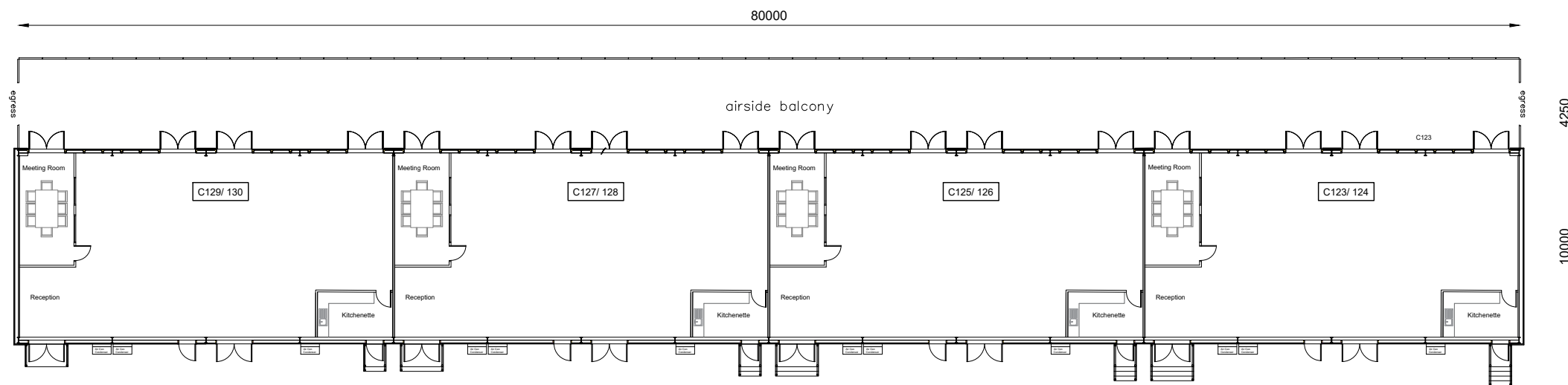




Title: Workshop - Proposed Plan		
REF: S50/ 003		REV: 01
Drawn by: FIL	Date: 09/03/2021	Scale: 1:300 @ A3



Existing Plan



Proposed Plan

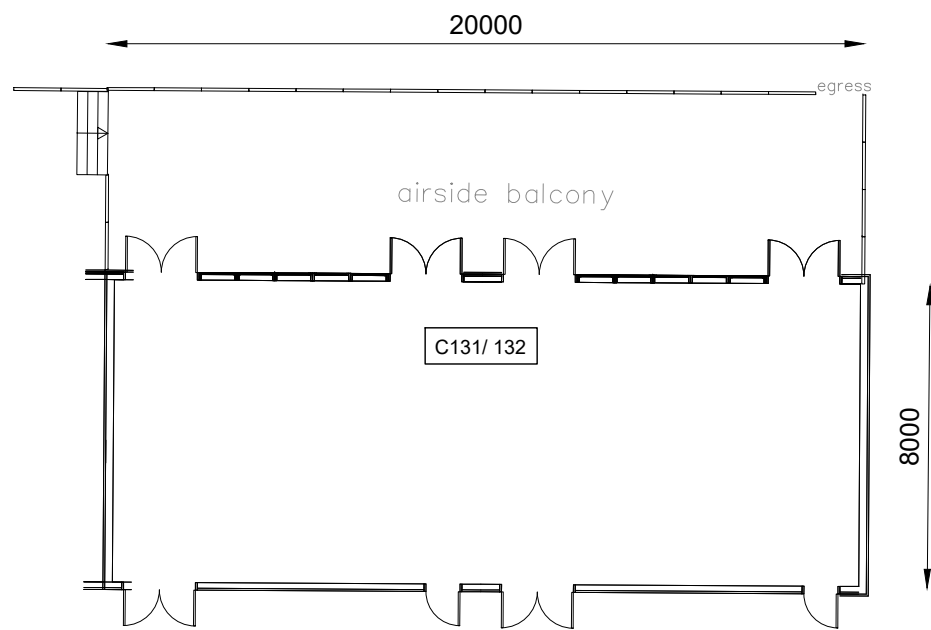


Farnborough International Ltd.,
Show Centre, ETPS Road,
Farnborough, Hampshire. GU14 6FD.

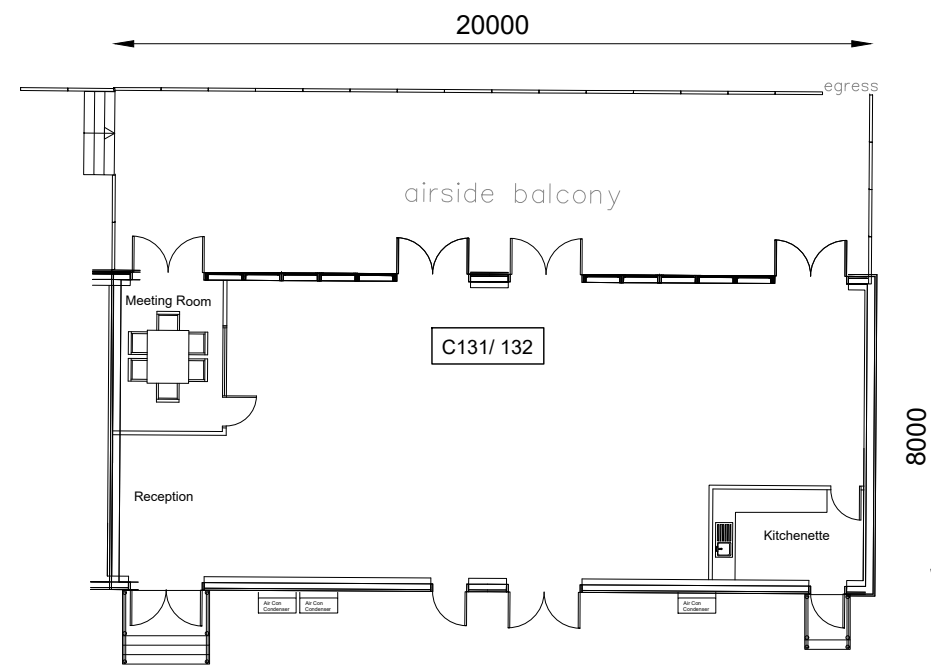
Tel: +44 (0)1252 532800 www.farnborough.com

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Title: Offices C123-C130 Existing & Proposed Plans		
REF: S50/ 010		REV: 01
Drawn by: FIL	Date: 09/03/2021	Scale: 1:300 @ A3



Existing Plan



Proposed Plan

Title: Offices C131 - 132 Existing & Proposed Plans		
REF: S50/ 011		REV: 01
Drawn by: FIL	Date: 09/03/2021	Scale: 1:200 @ A3

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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	Katie Herrington
Application No.	21/00235/FULPP
Date Valid	30th March 2021
Expiry date of consultations	21st April 2021
Proposal	The construction of 3 one bedroom flats and 1 one bedroom maisonette, with integral refuse and cycle storage on land adjacent to 69 Victoria Road, with associated parking at 3A Arthur Street.
Address	69 Victoria Road And 3A Arthur Street Aldershot Hampshire GU11 1SJ
Ward	Wellington
Applicant	Sally Ravenhill (RBC)
Agent	Jonathan Moore
Recommendation	GRANT subj. to S.106 Planning Obligation or other suitable mechanism to secure contributions.

Description

This application is before the committee for determination as it is the Council's own development.

The application site comprises two parcels of land. The first is a vacant parcel of land at the corner of Arthur Street and Victoria Road. This area comprises hardstanding which abuts 69 Victoria Road. It is currently surrounded by Heras fencing.

Permission is sought to erect a two storey building with accommodation in the roofspace attached to 69 Victoria Road. The building would contain four 1 bedrooms flats along with a bin and cycle store.

The second parcel of land is on the other side of Arthur Street and consists of a fenced- off area of hard standing.

This area would accommodate 4 parking spaces to serve proposed development.

Consultee Responses

Parks Development Officer	No objection subject to stated obligation.
HCC Highways Development Planning	No comments.
Environmental Health	No comments.

Neighbours notified

In addition to posting a site notice 66 individual letters of notification were sent to 69, 69A, 73, 75, 75A & B Victoria Road; Flat 1, 2, 3, 4, 5, 6, 7, 8,9, 10, 11, 12, Copthall House 77 - 79 Victoria Road; 78 – 82 Victoria Road; 84 – 86 Victoria Road (Ground, first, second and third floor); 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 Trafalgar Court 88- 90 Victoria Road; 92 Victoria Road; Flat 1, 2, 3, 4, 5 at 2E Arthur Road; Flat 1 1 Arthur Street; 1A, 2, 2A, 2B, 4, 4A, 7 Arthur Street; Flat 3 Arthur Street; Flat 2 5 Arthur Street, 6 Arthur Street; 1A Pickford Street; Flat 8, 9, 10, 11 London House Pickford Street.

Neighbour comments

One objection was received as part of this application;

69 Victoria Road, Aldershot

At this time, as a neighbouring owner I do not feel fully informed of the specific details of the plans. I have concerns surrounding whether my wall will become a party wall, and where boundaries will be. I have concerns around structural damage to my building caused as a result of the adjoining new building being erected. I would like the opportunity to take part in a full consultation meeting to address my concerns.

Officer comment: Issues relating to Party Walls or the Party Wall act, along with structural issues are matters addressed by legislation outside of the planning system. Appropriate consultation has taken place and the Council as applicant will be required to address these matters as part of the implementation process should permission be granted.

Policy and determining issues

The following policies are relevant to the determination of this planning application; SS1 (Presumption in Favour of Sustainable Development), IN2 (Transport), DE1 (Design In The Built Environment), DE2 (Residential Internal space Standards), DE3 (Residential Amenity Space Standards), DE10 (Pollution), NE1 (Thames Basin Heaths Special Protection Area), NE2 (Green Infrastructure), NE4 (Biodiversity) of the Rushmoor Local Plan and the Rushmoor Car and Cycle Standards SPD.

The main considerations in the determination of this application are; the principle of development, impact upon visual amenity, living conditions created, impact upon adjoining neighbours, highways considerations, ecological considerations, and public open space.

Commentary

- Principle

The application site is within a residential area and the development in this location would therefore be acceptable in principle, subject to other material planning considerations.

- Impact upon visual amenity

The site occupies a corner plot between Arthur Street and Victoria Road and the proposed building would be attached to the adjacent 69 Victoria Road. Both Victoria Road and Arthur Street are characterised by a mixture of Victorian Townhouses and modern buildings. 69 Victoria Road is a Victorian Town house with a retail unit on the ground floor. It has a rendered façade with ornamentation around the windows.

The design of the proposal has been developed through the pre-application process. The proposed building has been designed to reflect that of 69 Victoria Road, following its lines and proportions in terms of its roof form, width, and pattern and drawing on its window forms and detailing. The building would have contrasting (non-rendered) brick and would feature 'open' winter gardens – surrounded by unglazed openings concealing an amenity area within. The brick texture and colour has been reserved by a proposed condition to ensure an appropriate visual relationship with the Victoria Road property.

The development would involve building closer to 3E Arthur Street, an end of terrace 3 storey building in use as flats. Between it and the application site is an entrance serving the rear of units in Victoria Road and the parking area for 3E Arthur Street.

The long elevation to Arthur Street would be broken up by staggered roof heights and the form of the building. The elevation to Arthur Street would continue the window forms and detailing, with a recessed entrance for the flats. Access to the bin and bike stores would also be from Arthur Street. The development is considered to have an appropriate impact on the character of Arthur Street.

- Living conditions created

Room size standards: The proposal would accord with the space standards set out within Policy DE2 of the Local Plan in terms of minimum internal unit and bedroom sizes.

Amenity space: The proposal would provide internal balconies/ terraces with an area of 5sqm as required by Policy DE3.

The proposed units are orientated and designed to provide satisfactory levels of daylight, sunlight and outlook to the habitable rooms

- Impact upon adjoining neighbours,

The development would extend beyond the rear elevation of the properties of Victoria Road. There are no habitable windows in the building adjacent to the site and it is considered that the proposal would not result in harm in terms of daylight and sunlight or overbearing impact on these properties. There are no windows in the proposed development that would face towards the rear of the Victoria Road properties.

The proposal would project some 5.8m from the flank elevation of 2E Arthur Street and would contain habitable windows at ground and first floor level. This flank elevation of 2E Arthur Street contains a ground and first floor bedroom and bathroom window. The lower half of the ground floor windows of Arthur Street are obscure glazed, reducing mutual overlooking. The upper floor window is a secondary window and obscure glazing can be secured by condition. This aspect of the proposal is therefore considered acceptable in terms of impact on privacy.

- Highways

The development would provide 4 x 1 bedroom dwellings and would provide 1 off-street parking space per dwelling in the area opposite the site. The proposal would also provide a dedicated cycle and bin store. Subject to a condition securing such parking provision solely for the use of residential occupiers of the proposed units, the proposal would accord with the Rushmoor Car and Cycle parking standards SPD in this regard.

- Public open space

Policy DE6 of the Local Plan requires a contribution towards Public Open Space provision. This is considered to be necessary to account for the increase in residential occupiers potentially using such spaces. This can be secured through a suitable legal mechanism.

- Ecological Considerations:

THBSPA

Policy NE4 of the Local Plan states that proposals should seek to secure opportunities to enhance biodiversity and provide an opportunity, where possible, to provide contribute towards a net gain in biodiversity. A condition is recommended seeking details of biodiversity enhancements on the site.

An appropriate Assessment has been carried out and completed and concludes that the development would lead to a likely significant effect on the integrity of the Thames Basin Heaths Special Protection Area. Policy NE1 of the Local Plan and the Rushmoor Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy sets out that such effects can be mitigated through SANG and SAMM. The development received an offer of an allocation at Southwood Country Park SANG. Payment to secure such mitigation is to be secured by a suitable legal mechanism. Subject to this, the proposal would mitigate its impact upon the Thames Basin Heaths Special Protection Area.

Biodiversity

The application was submitted with an Ecological Assessment. It concludes that the site would have a negligible impact upon bats. It advises bio-diversity enhancements in the form of bat and bird boxes. This can be secured by way of a condition.

Conclusion

The proposal would have an acceptable impact on the character of the area and the amenities of neighbouring residents, it would provide a satisfactory residential environment for prospective occupiers, and appropriate off-street parking. Subject to a suitable legal mechanism, it would address the issues of contributions towards SPA mitigation, and Public Open Space. The proposal would therefore accord with polices SS1 (Presumption in Favour of Sustainable Development), IN2 (Transport), DE1 (Design In The Built Environment), DE2 (Residential Internal space Standards), DE3 (Residential Amenity Space Standards), DE10

(Pollution), NE1 (Thames Basin Heaths Special Protection Area), NE2 (Green Infrastructure), NE4 (Biodiversity) and the Rushmoor Car and Cycle Standards SPD.

Full Recommendation

It is recommended that permission be **GRANTED** subject to completion of a suitable legal mechanism securing Open Space and THBSPA contributions, together with the following conditions and informatives:-

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 August 2019 and to accord with the resolution of Rushmoor's Cabinet on 17 June 2014 in respect of Planning Report no PLN1420.1.

2. The permission hereby granted shall be carried out in accordance with the following approved drawings Drawing numbers:

21-003 003 REV P02 – Ground floor plan
21-003 004 REV P02 – Second floor plan
21-003 006 REV P02 – West Elevation
21-003 007 REV P02 – South Elevation
21-003 008 REV P02 – North elevation
21-003 009 REV P02 – East Elevation
21-003 011 REV P02 – parking plan
21-003 012 REV P02 – Arthur Street Elevation

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

3. No development above ground level shall commence until a schedule and/or samples of the materials to be used 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. The parking spaces on approved Plan 21 00 011 P2 shall be used only for the parking of private motor vehicles ancillary and incidental to the residential use of the development hereby approved. These spaces shall be individually allocated to the four proposed residential units and kept available at all times for parking and shall not be used for the storage of Caravans, boats or trailers.

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

5. Notwithstanding the details shown on the submitted plans, any window(s) first floor windows in the rear elevation of the development hereby approved shall be fitted with obscure glass and fixed closed with the exception of:
- High level windows with a cill height not less than 1.7m above the internal floor level of the room.
 - Opening top light windows forming the upper part of a larger window where the horizontal division is no less than 1.7m above the internal floor level of the room, and where the section below the division is obscurely glazed and fixed closed.

Reason - To prevent overlooking and loss of privacy to neighbouring residential properties.

6. Prior to first occupation of the development hereby approved biodiversity enhancements as set out within the submitted Ecological Impact Assessment by Ecosa Ecological Survey & Assessment A trinity Consults Company dated 2nd March 2021.

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

Informatives

- 1 INFORMATIVE – The Local Planning Authority’s commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.
- 2 INFORMATIVE - REASONS FOR APPROVAL- The Council has granted permission because the proposal would have an acceptable impact on the character of the area and the amenities of residents in the area, prospective occupiers, and transport. Subject to a suitable legal mechanism, it would address the issues of contributions towards SPA mitigation, and Public Open Space. The proposal would therefore accord with policies SS1 (Presumption in Favour of Sustainable Development), IN2 (Transport), DE1 (Design In The Built Environment), DE2 (Residential Internal space Standards), DE3 (Residential Amenity Space Standards), DE10 (Pollution), NE1 (Thames Basin Heaths Special Protection Area), NE2 (Green Infrastructure), NE4 (Biodiversity) and the Rushmoor Car and Cycle Standards SPD. 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.



London House

87.5m

TCBs

92

Government Offices

78 to 86

76

87.2m

85

79

77

75

73

1

3

69

61 to 63

Church

El Sub Sta

2e

2

5

ARTHUR STREET

2a

Galpin Hall

15

14

South Western House

1 to 68

Kingsley Court



London House

87.5m

TCBs

92

Government Offices

78 to 86

76

87.2m

85

79

77

75

73

1

3

69

61 to 63

Church

El Sub Sta

ARTHUR STREET

2e

2

5

2a

Galpin Hall

15

8

6

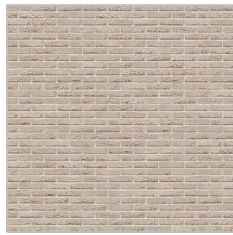
2

SOUTH WESTERN HOUSE

1 to 68

Kingsley Court

①



Facing brick
Buff

②



Arch Detail

③



Roof - Slate

④



Windows - Grey

⑤



Entrance door
Grey

⑥



Rainwater goods
Grey



Victoria Road Elevation

Arthur Street

Notes

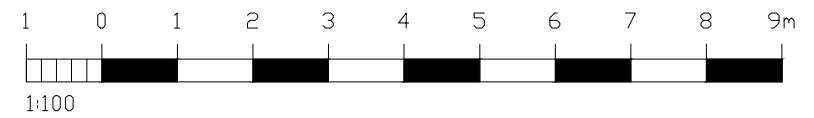
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Client Approval

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X	B - Approved with comments				
X	C - Do not use				
Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date

Elevations 1:100 @ A3



Rushmoor Borough Council
Land adjacent to 69 Victoria Road

Aldershot

Drawing title

Elevations

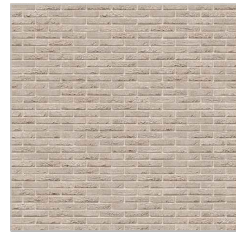
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Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.
21-003	RBC	MHA	00	00	DR	A	008	P02
Purpose of Issue								
PLANNING								

Ground Floor Bicentennial
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Southern Gate PO19 8EZ
West Sussex

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e. admin@mharchitects.co.uk
www.mharchitects.co.uk

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Registered in England No.1994233





Facing brick
Buff



Arch Detail



Roof - Slate



Windows - Grey



Entrance door
Grey



Rainwater goods
Grey

Notes

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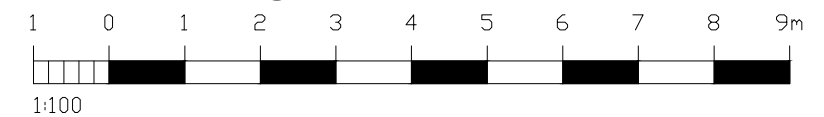
Client Approval

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Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date



Arthur Street Elevation

Elevations 1:100 @ A3



Rushmoor Borough Council
Land adjacent to 69 Victoria Road
Aldershot

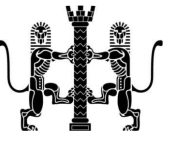
Drawing title

Elevations

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Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.
21-003	RBC	MHA	00	00	DR	A	006	P02
Purpose of Issue								
PLANNING								

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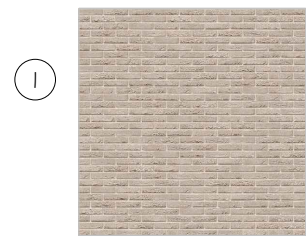


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Client Approval

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Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date



Facing brick
Buff



Arch Detail



Roof - Slate



Windows - Grey



Entrance door
Grey

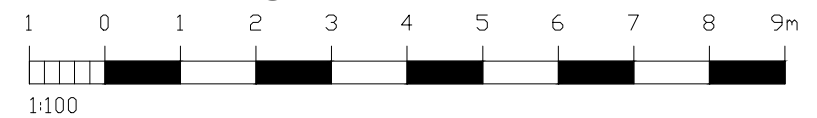


Rainwater goods
Grey



Rear Elevation

Elevations 1:100 @ A3



Rushmoor Borough Council
Land adjacent to 69 Victoria Road

Aldershot

Drawing title

Elevations

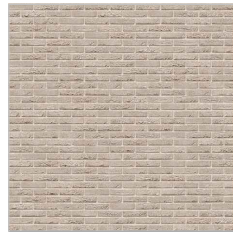
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Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.
18-182	RBC	MHA	00	00	DR	A	007	P02
Purpose of Issue								
PLANNING								

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Facing brick
Buff



Arch Detail



Roof - Slate



Windows - Grey



Entrance door
Grey



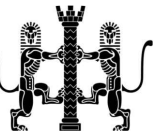
Rainwater goods
Grey



Side Elevation

Notes

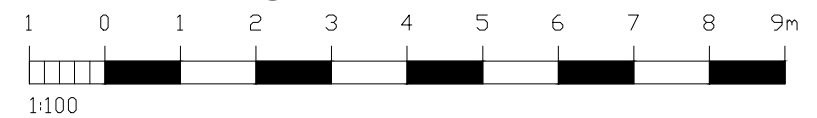
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Elevations 1:100 @ A3



Rushmoor Borough Council
Land adjacent to 69 Victoria Road

Aldershot

Drawing title

Elevations

Drawn	Date	Checked	Date	Scale at A3				
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Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.
21-003	RBC	MHA	00	00	DR	A	009	P02
Purpose of Issue								
PLANNING								

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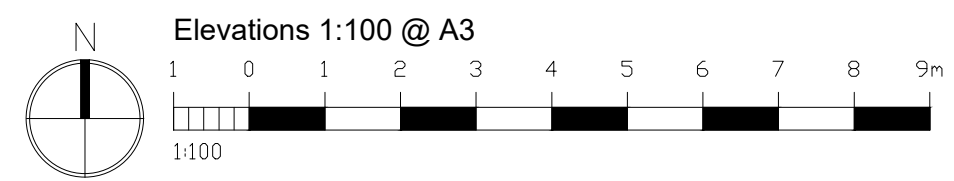
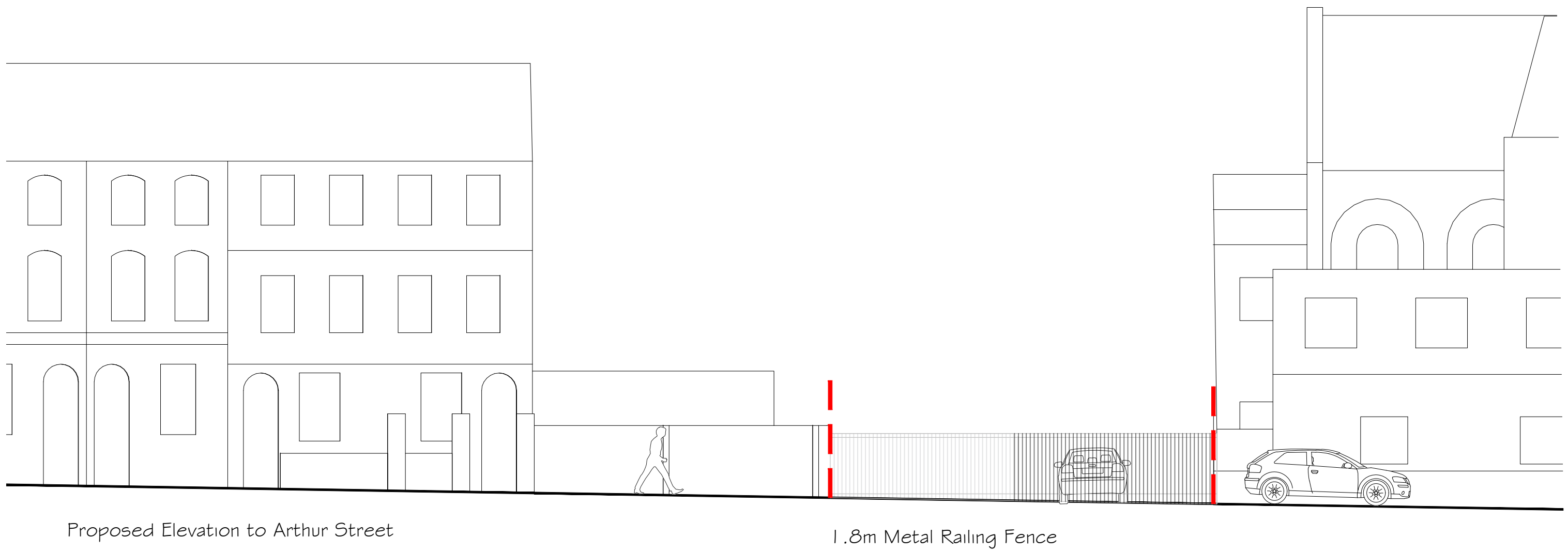
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Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date



Rushmoor Borough Council
 Arthur Street
 Aldershot

Drawing title: **Arthur Street Elevation**

Drawn	Date	Checked	Date	Scale at A3
BT	01/2021	JDM	01/2021	1:100

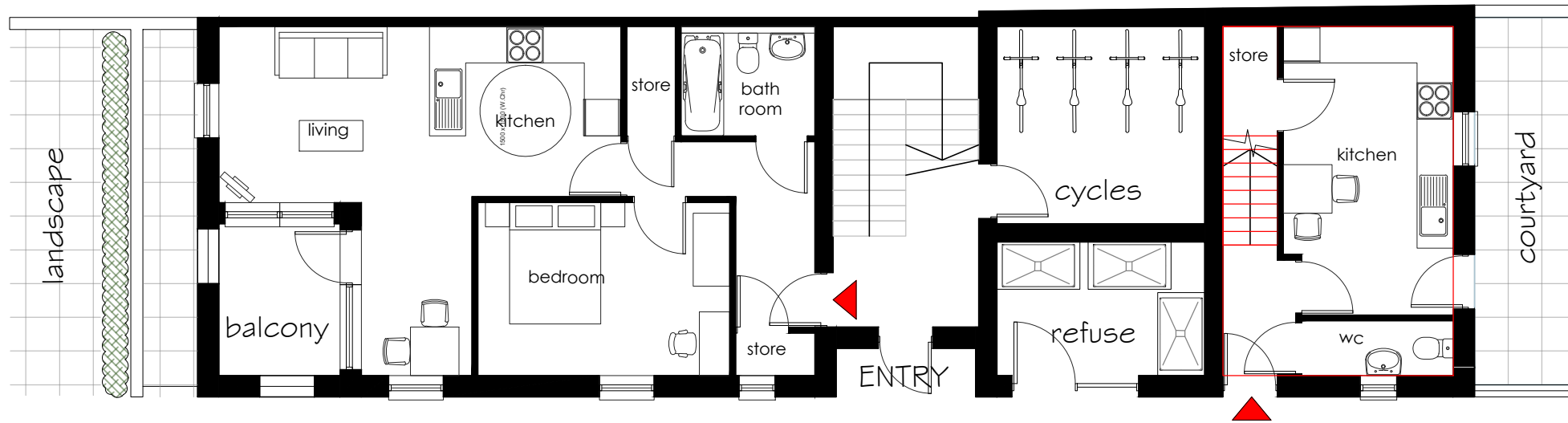
Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.
21-003	RBC	MHA	00	00	DR	A	012	P02

Purpose of Issue: **PLANNING**

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GROUND FLOOR

FLAT 1
1 BED 2 PERSON

FLAT 4 (maisonette)
1 BED 2 PERSON

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Client Approval

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X	B - Approved with comments				
X	C - Do not use				
Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date

Accommodation schedule

flat 01	1 bed 2 person @ 50.1sqm
flat 02	1 bed 2 person @ 50.1sqm
flat 03	1 bed 2 person @ 50.1sqm
flat 04	1 bed 2 person @ 58.67sqm

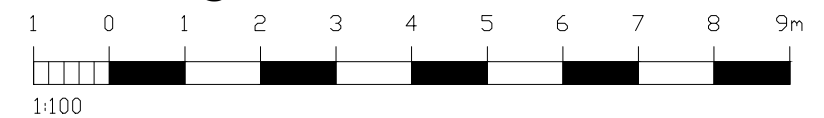
4 x cycles and refuse
4 x parking spaces at 3A Arthur Street



FIRST FLOOR

FLAT 2
1 BED 2 PERSON

Plans 1:100 @ A3



Rushmoor Borough Council
Land adjacent to 69 Victoria Road

Aldershot

Drawing title

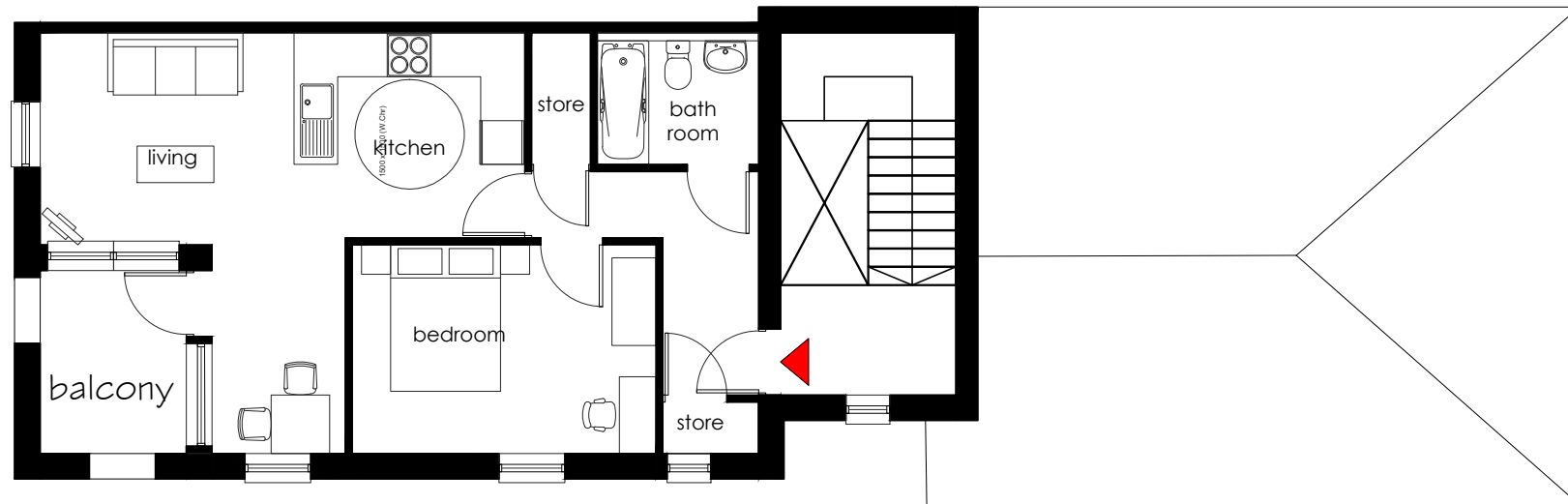
Floor Plans

Drawn BT	Date 01/2021	Checked JDM	Date 01/2021	Scale at A3 1:100				
Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.
21-003	RBC	MHA	00	00	DR	A	003	P02
Purpose of Issue								

PLANNING

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SECOND FLOOR
 FLAT 3
 1 BED 2 PERSON

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Client Approval

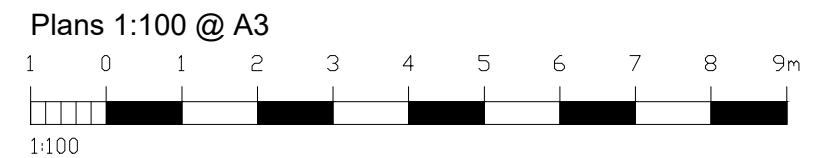
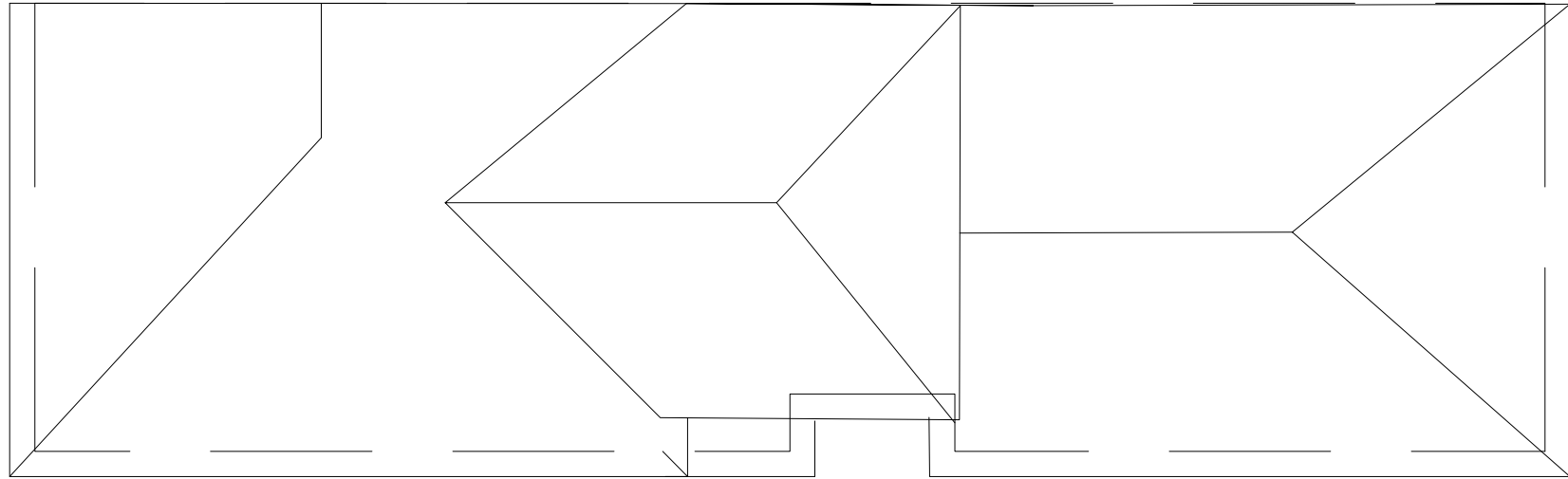
X	A - Approved
X	B - Approved with comments
X	C - Do not use

Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date

Accommodation schedule

flat 01	1 bed 2person @ 50.1sqm
flat 02	1 bed 2person @ 50.1sqm
flat 03	1 bed 2person @ 50.1sqm
flat 04	1 bed 2person @ 58.67sqm

4 x cycles and refuse
 4 x parking spaces at 3A Arthur Street



Rushmoor Borough Council
 Land adjacent to 69 Victoria Road

Aldershot

Drawing title: Floor Plans

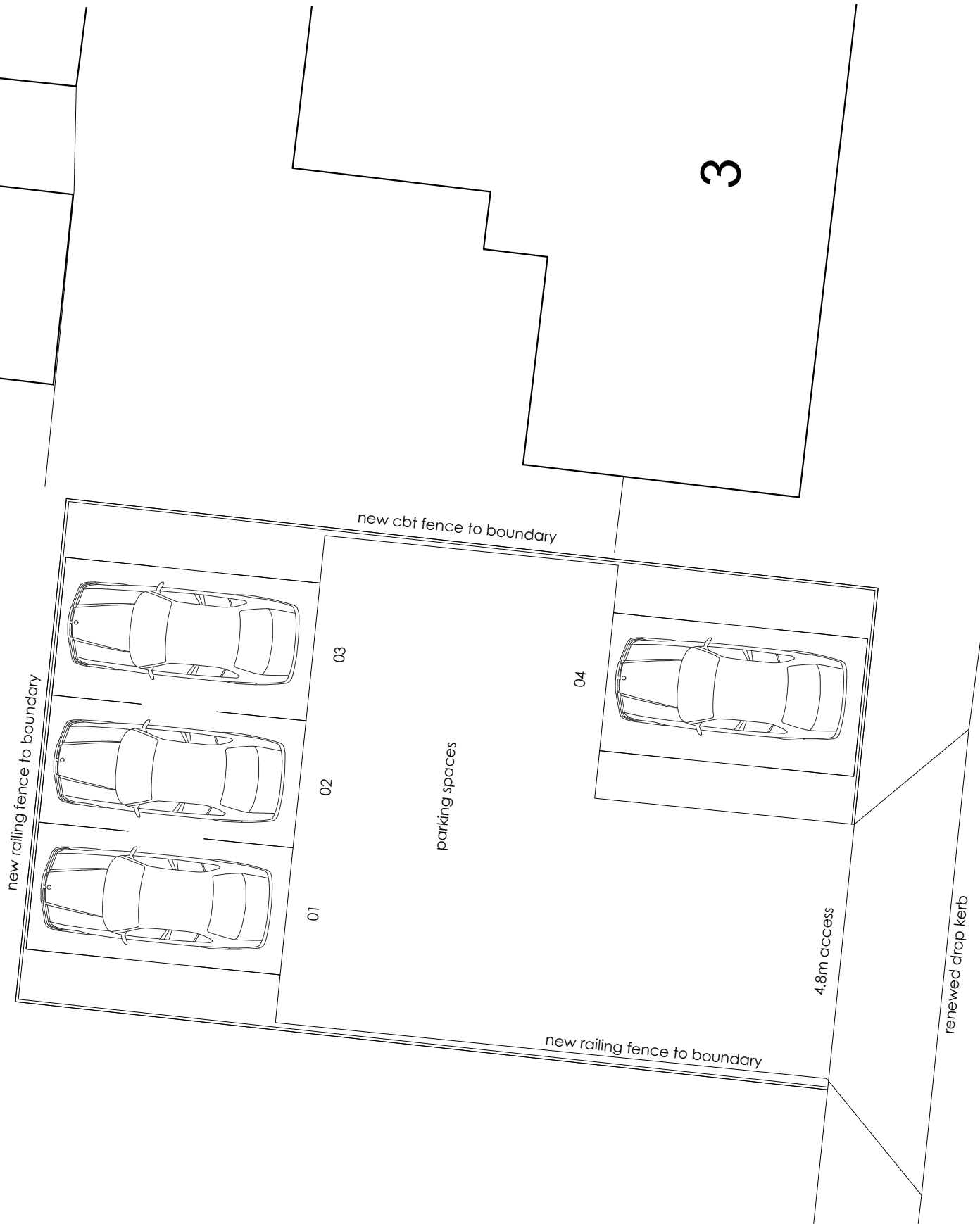
Drawn	Date	Checked	Date	Scale at A3
BT	01/2021	JDM	01/2021	1:100

Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.
21-003	RBC	MHA	00	00	DR	A	004	P02

Purpose of Issue: PLANNING

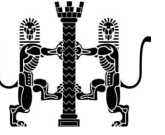
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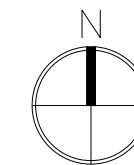
ARTHUR STREET

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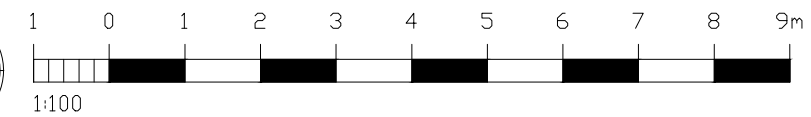


Client Approval

X	A - Approved				
X	B - Approved with comments				
X	C - Do not use				
Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date



Elevations 1:100 @ A3



Rushmoor Borough Council
Arthur Street

Aldershot

Drawing title
Site Plan

Drawn	Date	Checked	Date	Scale at A3				
BT	01/2021	JDM	17/01/20	1:100				
Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.
21-003	RBC	MHA	00	00	DR	A	011	P02
Purpose of Issue PLANNING								

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West Sussex PO19 8EZ

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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	Katie Herrington
Application No.	21/00355/ADV
Date Valid	30th April 2021
Expiry date of consultations	21st May 2021
Proposal	Installation of nine totems relating to The Heritage Trail
Address	Proposed Heritage Trail Signage Marker Adj. Wellington Monument, Westgate, Manor Park, Princes Gardens, Railway Station, Military Museum, Napier Gardens, North Lane, Military Cemetery Aldershot Hampshire
Ward	Wellington
Applicant	Mr Paul Vickers
Agent	N/A
Recommendation	Grant

Description

This application for Advertisement Consent is before the Planning Committee as the application is made on behalf of the Council.

The proposal is for advertisement consent to erect 9 signage 'totems' in a number of locations providing information on the Aldershot Heritage Trail.

The Aldershot Heritage Trails project is a series of six walking trails, that can be followed using maps or digital downloads, detailing the civilian and military history of Aldershot from the ancient village to present date. Digital text, image and audio descriptions will be available setting out points of interest complemented by a website and physical signage at key locations such as start points and areas of high footfall such as Aldershot Station. The Trail names include Wellington, Town, Village, Marlborough (which extends to North Camp), Redan and Stanhope. This application is for the signage that relates to five of these trails, the 6th (Stanhope) forming part of the Wellesley development will be provided at a later date.

Each trail will be served by 1 or 2 signs that serve as a start point and/ or information point at busy footfall areas.

Trail name	Start totem	Footfall totem location
Wellington	Wellington Statue (near the car park)	Westgate Shopping Area (next to the seating area)
Town Trail	Princes Gardens (near the band stand)	Aldershot Train Station
Village Trail		Manor Park
Marlborough Trail	Adjacent to the Military Museum	Napier Gardens
Redan Road	Adjacent to the Military Cemetery	North Lane

The 9 totem signs are the same in terms of their size and form. Each will be 2m Tall, 25cm wide and 11.8cm deep. They will comprise 7 different sections each holding a separate insert that will inform trail users of the heritage significance of that particular location. The content of each sign is not covered by this application.

The signs are proposed in the following locations;

- Adjacent to the Wellington Monument (next to the car park)
- Westgate shopping area (adjacent to the seating area)
- Manor Park
- Princes Gardens (near the bandstand)
- Aldershot Train Station
- North Lane
- Adjacent to the Military Museum
- Napier Gardens
- Military Cemetery

Consultee Responses

Parks Development Officer No comments.

Conservation Team No objections.

Aldershot Town Centre And
Cultural Manager No comments.

HCC Highways Development
Planning No comments.

Neighbours notified

In addition to posting site notices, a total of 159 individual letters of notification were sent to neighbours in the vicinity of each of the 9 proposed signs. The addresses in relation to each of the 9 signs are detailed below;

- Napier Gardens

13, 16, 17, 20 Salerno Close, Aldershot; 30, 31, 32, 38, and 39 Blenheim Park, Aldershot Hampshire.

- Westgate shopping area (adjacent to the seating area)

Flat 1, 2, 3, 4, 5, 8,9,10, and 11 of Westgate House, Westgate Aldershot,

- Adjacent to the Wellington Monument (next to the car park)

Royal Garrison Church of All Saints and Wellesley Cottage Claycart Road

- Princes Gardens (near the bandstand)

1, 2, 3, 5, 6, 7 Sherlow House, Nelson Street; Princes Gardens Surgery; 1 (The Queen Hotel), 2A, 3 (flat 1 & 2), 5, Park View House no. 7 (flat number 1, 2, 3, 4, 5, 6, 8, 10, 12, 15); 9, 9A – 11A, 11, 13, and 15 High Street Aldershot, Princes Hall; 3, 12, 14, 15, 16, 18, 19, 21, 26, 35, 45 Salerno Close, Aldershot.

- Manor Park

64, 65, 66, 67, 68, 69 Wavell Court, Reqlan Close; 352, 352A, The Benqal Lancer 354 High Street, 356, 358, 360, 262, The Golden Lion 364 High Street, 368, 368A, 370, 372; 1, 1A, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20 Church Hill Aldershot; Park Lodge, Church Hill Aldershot.

- North Lane

219, 264, 266, 266A, 266B North Lane Aldershot and 13, 62, 62A Redan Road, Aldershot.

- Military Cemetery

The Mortuary Chapel, The Military Cemetery.

- Aldershot Train Station

Unit 1 Aldershot Railway Station; Aldershot Bus Station 3 Station Road, Aldershot Railway Station; Unit 3, Aldershot Railway Station; 1, 2, 4, 5, 14, 15, 17, 18, 27, 28, 29, 30, 31, 32, 33, 34, 36, 37, 46, 47, 48, 49, 51, 52, 53, 54, 55, 56, 63, 64, 65, 66, 67, 68 Kingsley Court, Windsor Way Aldershot.

- Adjacent to the Military Museum

Aldershot Military Historical Trust; Marlborough Infant School Redvers Buller; Clocktower House Kids Den Redvers Buller; Clocktower House Pre-school Redvers.

Neighbour comments

The neighbour consultation period ends on 21/05/2021. However, to date no neighbour representations had been received.

Policy and determining issues

Policy DE9 Advertisements and HE1 Heritage and HE3 (Development Within or Adjoining a Conservation Area) of the Local Plan are considered to be relevant.

As this is an application for Advertisement Consent, the only issues for consideration are Highway Safety and impact on the amenity of adjoining occupiers and the character of the area and heritage assets.

Impact upon Highway Safety

- Adjacent to the Wellington Monument (next to the car park)

The proposed sign would be located between the car park and the monument itself. The sign is not illuminated and is not in a position nor is it of a size that it would distract or impede the sightlines of drivers. As such, they are considered to not have any adverse impact on Highway Safety.

- Westgate shopping area (adjacent to the seating area)

The proposed sign would be located within the pedestrianised area and would not be seen from the Public Highway. As such, it is not considered to not have any adverse impact on Highway Safety.

- Manor Park

The proposed sign would be located between adjacent to the path away from the road. The sign is not illuminated and is not in a position nor is it of a size that it would distract or impede the sightlines of drivers. As such, they are considered to not have any adverse impact on Highway Safety.

- Princes Gardens (near the bandstand)

The proposed sign would be located close to the bandstand. The sign is not illuminated and is not in a position nor is it of a size that it would distract or impede the sightlines of drivers. As such, they are considered to not have any adverse impact on Highway Safety.

- Aldershot Train Station

The proposed sign would be located adjacent to the car park, but on the station side of the car park boundary. The sign is not illuminated and is not in a position nor is it of a size that it would distract or impede the sightlines of drivers. As such, they are considered to not have any adverse impact on Highway Safety.

- North Lane

The proposed sign would be located on a corner plot between Redan Road and North Lane. The sign is not illuminated and is not in a position nor is it of a size that it would distract or impede the sightlines of drivers. As such, they are considered to not have any adverse impact on Highway Safety.

- Adjacent to the Military Museum

The proposed sign would be located along the access to the Military Museum (Evelyn Woods Road) but set away from Queens Avenue. The sign is not illuminated and is not in a position nor is it of a size that it would distract or impede the sightlines of drivers. As such, they are considered to not have any adverse impact on Highway Safety.

- Napier Gardens

The proposed sign would be located within the park between the Public Conveniences' and the enclosure of the park. The sign is not illuminated and is not in a position nor is it of a size that it would distract or impede the sightlines of drivers. As such, they are considered to not have any adverse impact on Highway Safety.

- Military Cemetery

The proposed sign would be located adjacent to the entrance to the Military Cemetery. The sign is not illuminated and is not in a position nor is it of a size that it would distract or impede the sightlines of drivers. As such, they are considered to not have any adverse impact on Highway Safety.

Impact upon the Adjoining Property

- Adjacent to the Wellington Monument (next to the car park)

The proposed non-illuminated signs would not give rise to light pollution and would be positioned to avoid movement of people including those using wheelchairs. There are no residential occupiers in proximity to the site.

- Westgate shopping area (adjacent to the seating area)

The proposed non-illuminated signs would not give rise to light pollution and would be positioned to avoid movement of people including those using wheelchairs. There are no residential occupiers in proximity to the site.

- Manor Park

The proposed non-illuminated signs would not give rise to light pollution and would be positioned to avoid movement of people including those using wheelchairs. There are no residential occupiers in proximity to the site.

- Princes Gardens (near the bandstand)

The proposed non-illuminated signs would not give rise to light pollution and would be positioned to avoid movement of people including those using wheelchairs. There are no residential occupiers in proximity to the site.

- Aldershot Train Station

The proposed non-illuminated signs would not give rise to light pollution and would be positioned to avoid movement of people including those using wheelchairs. There are no residential occupiers in proximity to the site.

residential occupiers in proximity to the site.

- North Lane

The proposed sign is located adjacent to residential properties of North Lane. However, the sign would be non-illuminated signs and as such would not give rise to light pollution and would be positioned to avoid movement of people including those using wheelchairs.

- Adjacent to the Military Museum

The proposed non-illuminated signs would not give rise to light pollution and would be positioned to avoid movement of people including those using wheelchairs. There are no residential occupiers in proximity to the site.

- Napier Gardens

The proposed non-illuminated signs would not give rise to light pollution and would be positioned to avoid movement of people including those using wheelchairs. There are no residential occupiers in proximity to the site.

- Military Cemetery

The proposed non-illuminated signs would not give rise to light pollution and would be positioned to avoid movement of people including those using wheelchairs. There are no residential occupiers in proximity to the site.

Impact upon the character of the area and heritage assets.

- Adjacent to the Wellington Monument (next to the car park)

The Wellington Monument Sign would be located between the car park and will contain The Wellington Monument. The Wellington Statute is Grade II Listed. The proposed totem sign would not be illuminated and is of a scale and massing that would not detract from or harm the significance of the Wellington Statute.

- Military Cemetery

The proposed Military Cemetery sign would be adjacent to the Aldershot Military Cemetery a Grade II* Listed Park and Garden. The sign would not be located within the park and garden itself, and given its size and that it is non-illuminated, would not detract from or harm the significance of the heritage asset.

- Adjacent to the Military Museum

The proposed sign would be located within the Aldershot Military Conservation Area, adjacent to a Grade II Listed Buildings N & M Block of the Aldershot Military Historical Trust And Museum and a Building of Local Interest (Montgomerys Barn) of the Aldershot Military Historical Trust And Museum. The proposed totem sign would not be illuminated and is of a

scale and massing that would not detract from or harm the significance of these Heritage Assets.

- Napier Gardens

The Napier Gardens sign would be within the Aldershot Military Conservation Area and adjacent to the Building of Local Interest the Clocktower House Pre-school. The proposed totem sign would not be illuminated and is of a scale and massing that would not detract from or harm the significance of these Heritage Assets.

- Princes Gardens (near the bandstand)

The Princes Gardens sign would be close to Buildings of Local Interest the Empire Banqueting Hall and the Aldershot West Conservation Area. The proposed totem sign would not be illuminated and is of a scale and massing that would not detract from or harm the significance of these Heritage Assets.

- Aldershot Train Station

The Aldershot Train Station would be close to a Building of Local Interest that is Aldershot Train Station. The proposed totem sign would not be illuminated and is of a scale and massing that would not detract from or harm the significance of these Heritage Asset.

- Westgate shopping area (adjacent to the seating area)

The proposed totem sign would not be illuminated and would be located close to an area of seating with a shopping parade. It is of a scale and massing that would not detract from or harm the character of the street scene. This sign is not located adjacent to any Heritage Assets.

- Manor Park

The proposed totem sign would be located close to the Public Conveniences and entrance/exit point from the part and away from the Heritage Assets (The Grade II Listed Manor Coach House and the Grade II Manor House). The sign would not be illuminated and it is of a scale and massing that would not detract from or harm the character of the street scene.

- North Lane

The proposed totem sign would be located on the corner between Redan Road and North Lane in a predominately residential area. The sign would not be illuminated and it is of a scale and massing that would not detract from or harm the character of the street scene.

It is considered that the proposed signage would not have any material or adverse effect on highway safety, the amenity of adjoining land uses or the character of the surrounding area. The proposal therefore accords with Policy DE9, HE1 and HE3 of the Rushmoor Local Plan.

Full Recommendation

It is recommended that Advertisement Consent be **GRANTED** subject to the following conditions.

THE STANDARD CONDITIONS

Conditions attaching to all consents granted or deemed to be granted for the display of advertisements:-

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

ADDITIONAL CONDITIONS

- 6 The signage hereby permitted shall be installed in accordance with the following approved drawings – OS Aldershot Railway Stn, OS Manor Park, OS Military Cemetery, OS Military Museum Queens Ave, OS Napier Gardens, OS North Lane, OS Princes Gardens, OS Wellington Monument, OS West Gate, and signage plan 15120-A.

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

Informatives

- 1 **INFORMATIVE** – The Local Planning Authority’s commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.
- 2 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted Express Advertisement Consent because it is considered that the proposal would not have any material and adverse effect on highway safety, the amenity of adjoining land uses or the character of the surrounding area or to Heritage Assets. The proposal therefore accords with Policy DE9 of the Rushmoor Local Plan.

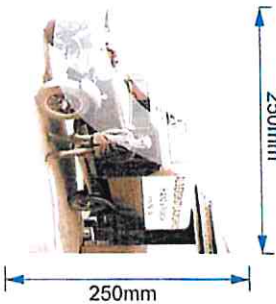
It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a consideration of whether the decision to grant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

ALDERSHOT HERITAGE TRAIL

typical single panel.

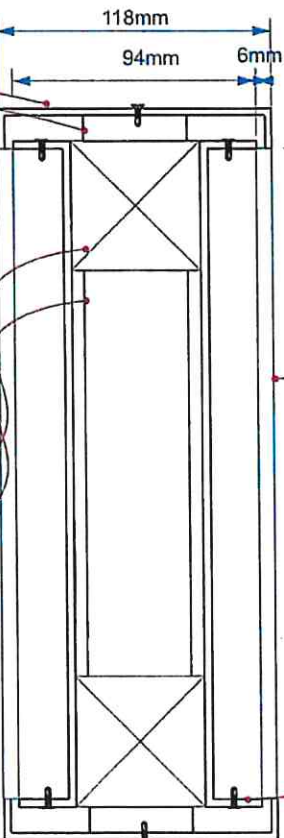
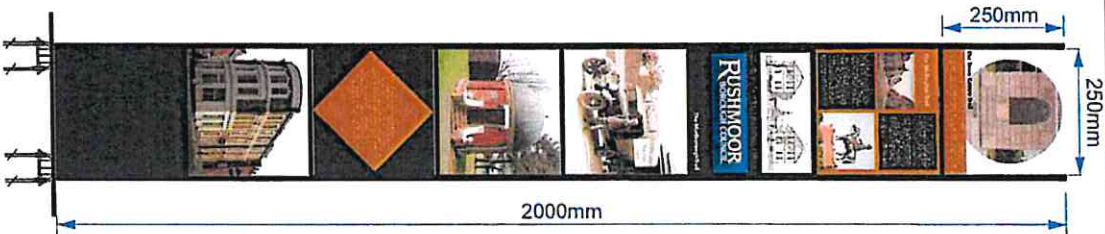


250mm



250mm

Sign Description
65mm vitraDura architectural glass
digitally printed to reverse.
19mm black foamex back panel.



single panels
vitraDura glass
bonded to 19mm foamex

aluminium tray fixed
to box section posts
powder coated black

50 x 50mm box steel box section
posts with 40 x 40mm cross members

10mm foamex packer

fabricated aluminium shroud
powder coated black

this is our client

ALDERSHOT HERITAGE TRAIL
RUSHMOOR BOROUGH COUNCIL

these are your colours

project

drawing number: 15120-A

scale: A5 SHOWN @ A3

date: 15.01.19

designer: S.C.

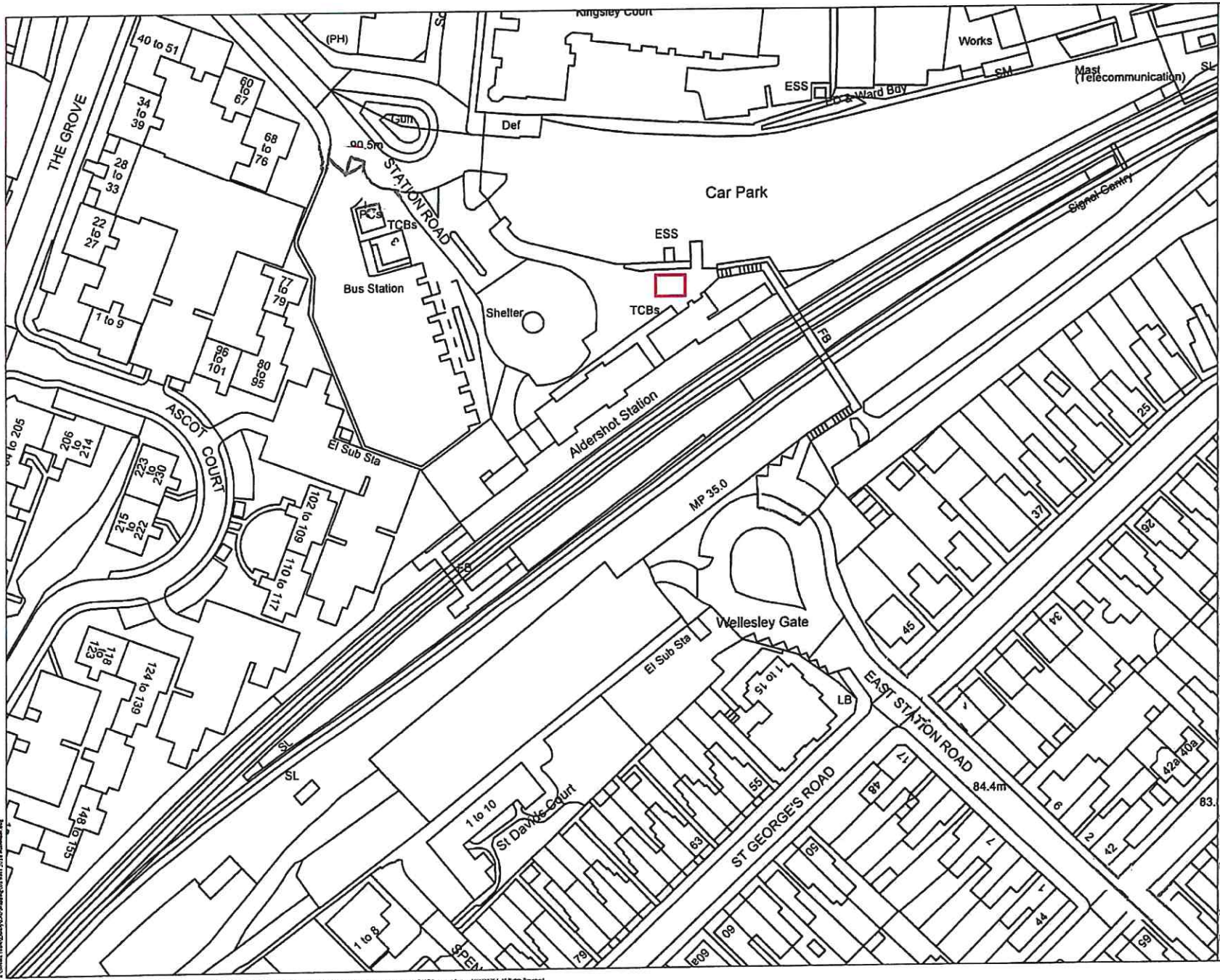
project ID:

changing your mind?

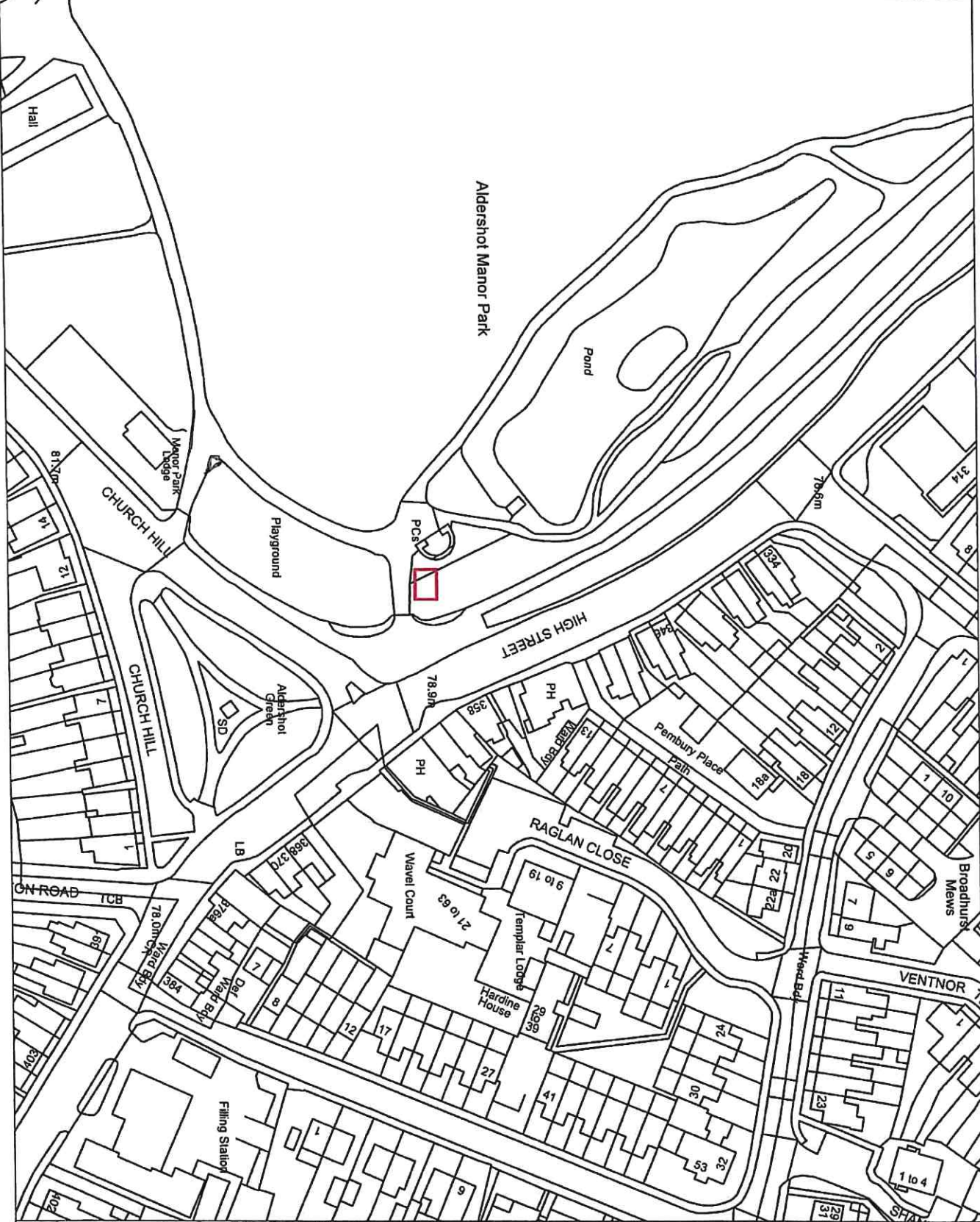
decision made!

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KEY	
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NOTES	
(5)	
REV	DESCRIPTION
FRIENDS OF ALDERSHOT MILITARY MUSEUM	
 <small>Council Offices Farnborough Road Farnborough Hampshire GU14 7JU</small>	
TOWN TRAIL	
SITE PLAN	
JULY 2019	AA MC AL 1:1250
005	



KEY

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NOTES

4

RUSHMOOR BOROUGH COUNCIL
Council Offices | Farnborough Road | Farnborough
Hampshire | GU14 7JU

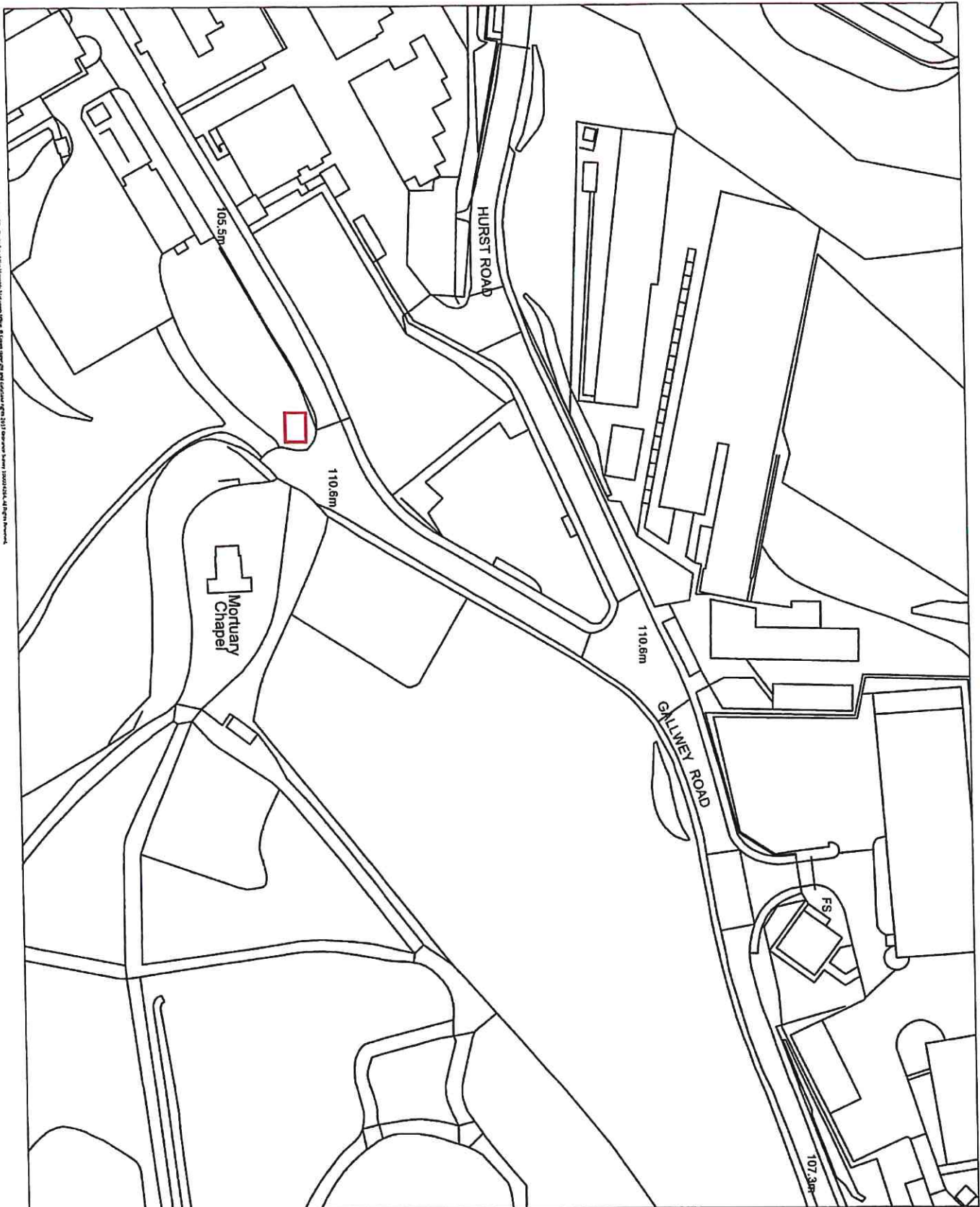
PROUD SPONSOR OF ALDERSHOT MILITARY MUSEUM

TOWN TRAIL

SITE PLAN

JAN 2018 A4 WC A4 1:1250

007



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NOTES

9

PROBING OF ALDERSHOT MILITARY MUSEUM



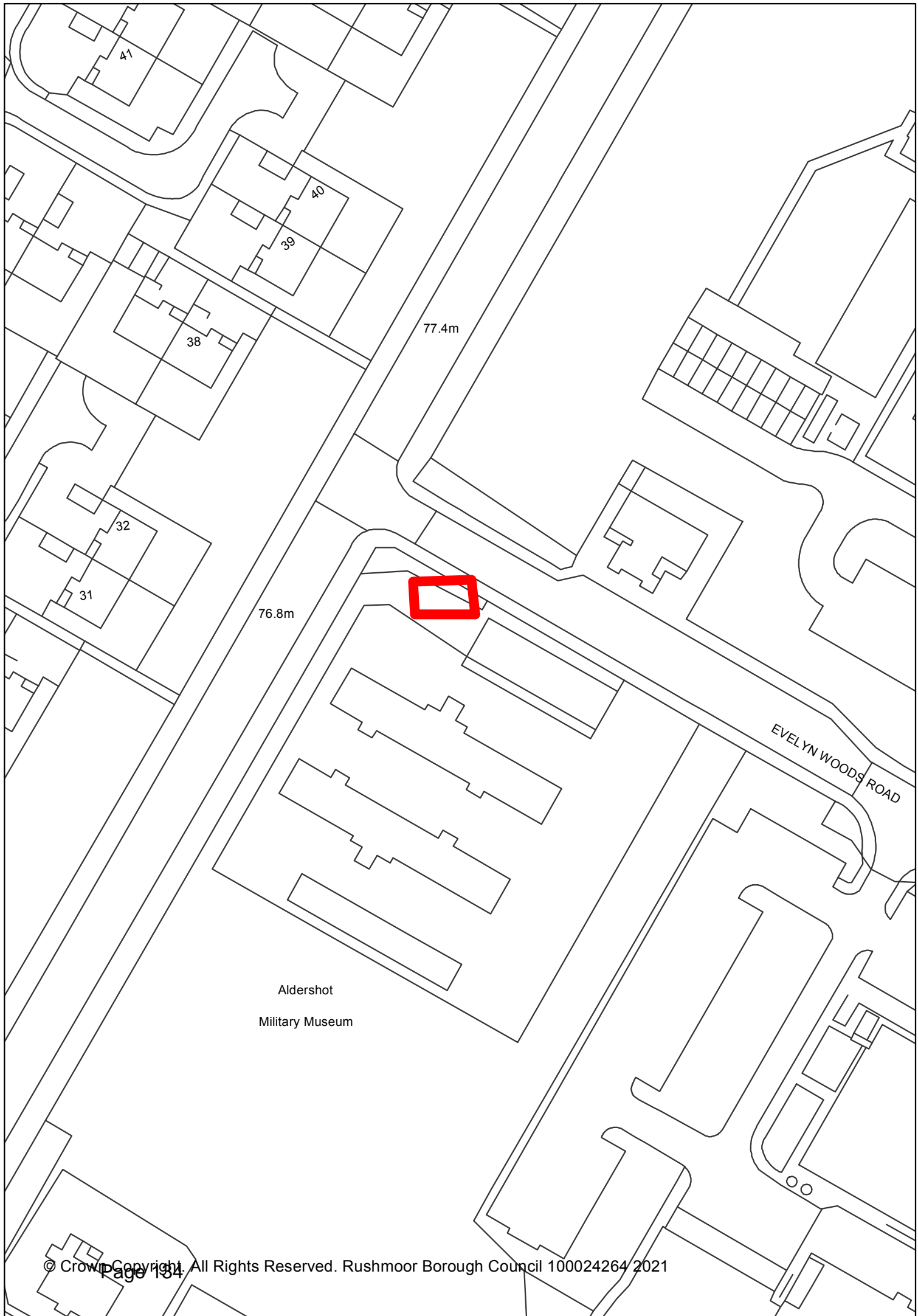
Central Office | Sanderstead Road | Farnborough
Hampshire | GU14 7JW

REDAN TRAIL

SITE PLAN

003

MAY 2019 AA WC AA 1.1350
 003



Aldershot
Military Museum

EVELYN WOODS ROAD

77.4m

76.8m

41

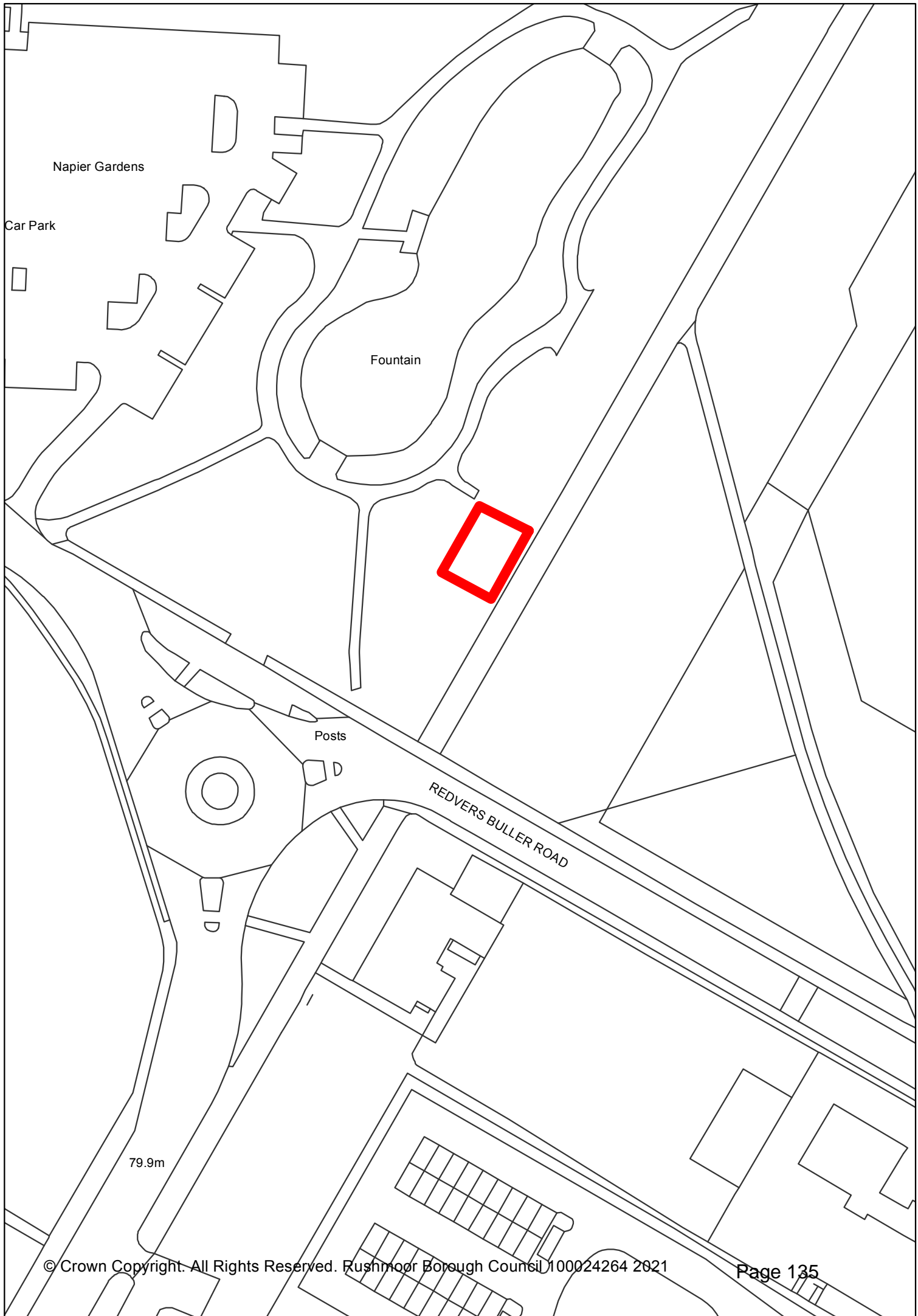
40

39

38

32

31



Napier Gardens

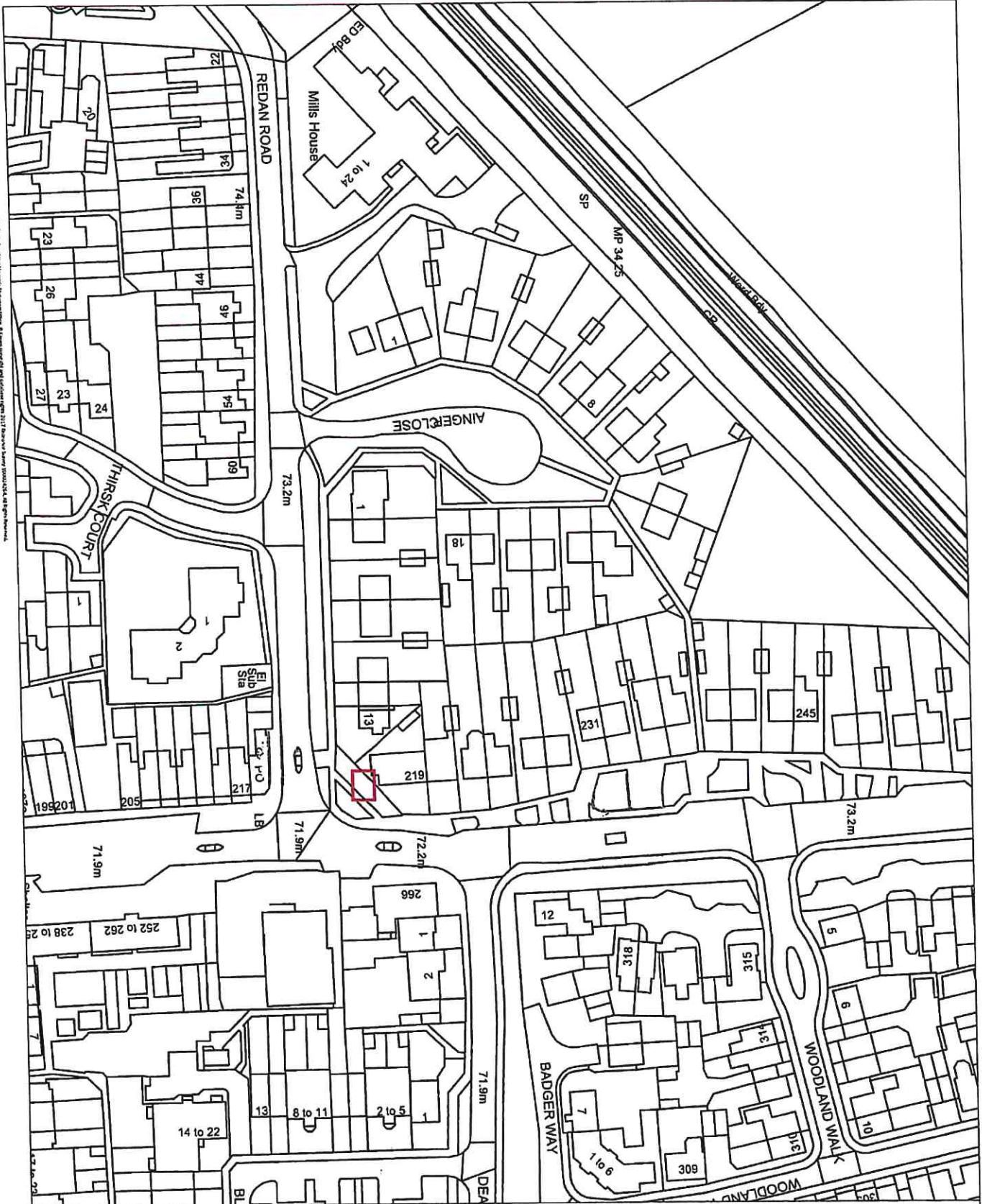
Car Park

Fountain

Posts

REDVERS BULLER ROAD

79.9m



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NOTES

8

FOR DISCUSSION ON 14 FEBRUARY

FRIENDS OF ALBERTO MONTAVI MUSEUM

RUSHMOOR BOROUGH COUNCIL
 Council Offices | Farnborough Road | Farnborough
 Hampshire | SO14 7JL

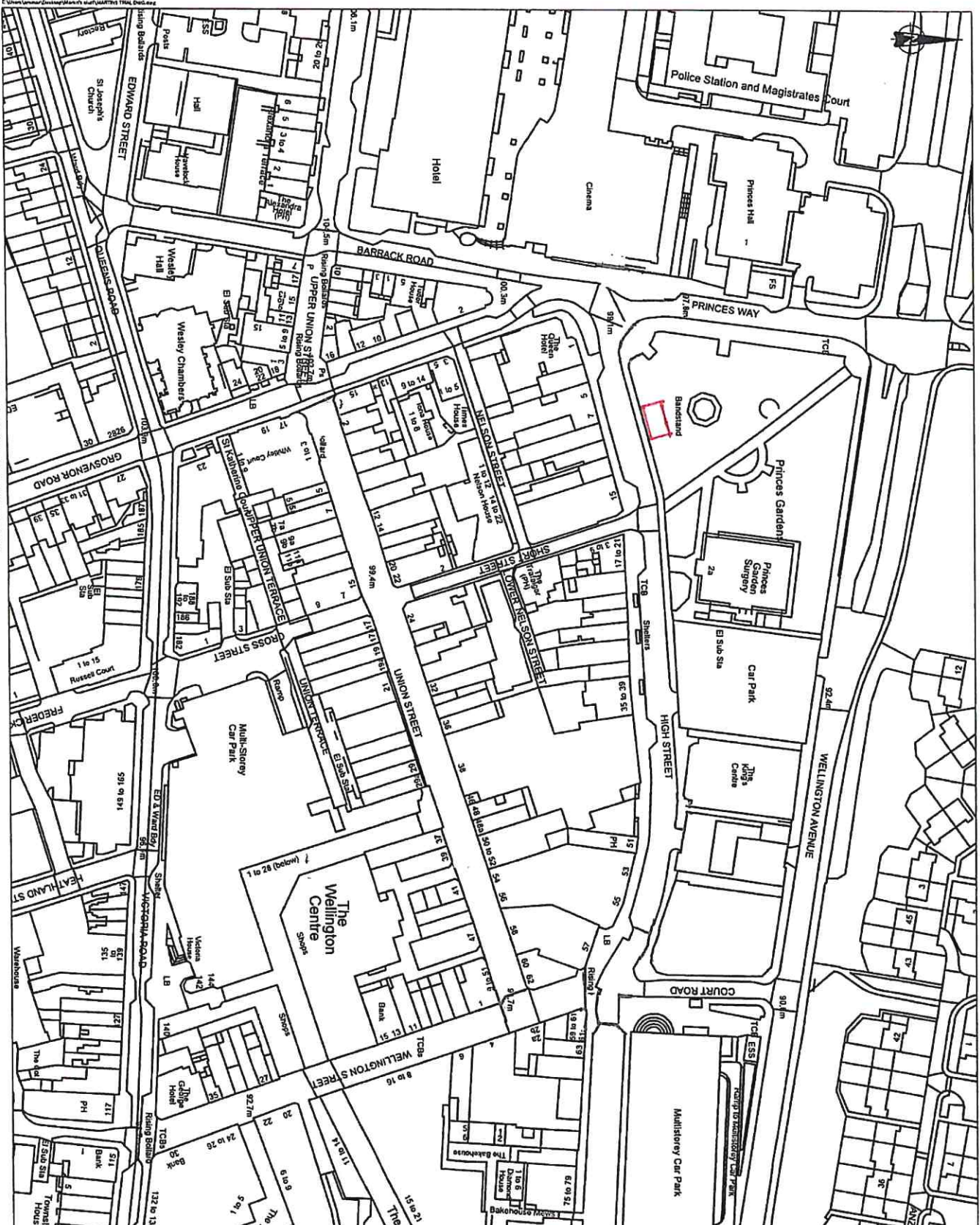
REDAN TRAIL

SITE PLAN

001

001

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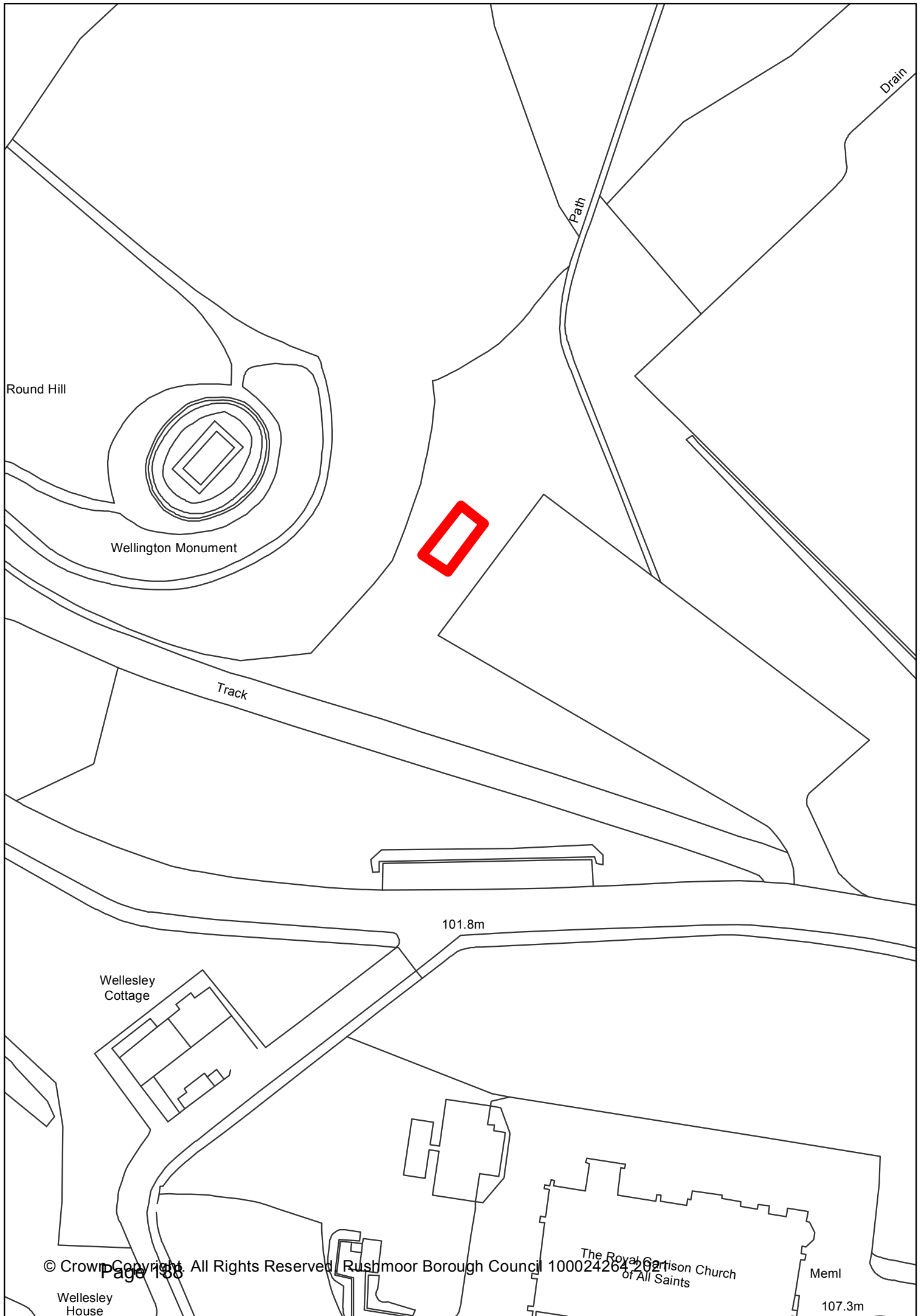
- 1) Do not scale from this drawing.
- 2) All dimensions are shown in metres unless shown otherwise.
- 3) This drawing shows a proposed feasibility option and is subject to change. << ONLY REMOVE NOTE 3 WHEN THE DRAWING IS ISSUED AS A CONTRACT DRAWING.
- 4) Prior to any excavation the contractor will be responsible for the location and marking of all underground services. The contractor should undertake their own utility searches.
- 5) The purpose of this plan is to identify the various utility services. RBC have not undertaken any utility searches and cannot guarantee its accuracy, as the locations have been drawn from plans supplied by each individual utility company. Therefore, you must not rely solely on this plan if you are carrying out any excavation. The actual location of any underground services must be verified by cable detection equipment, etc. and established on site before any mechanical plant is used. RBC accepts no responsibility or liability for any damage to or loss of any utility services. NOTE 5 ON SITE DRAWING.

3

DRAWN BY: [] DATE: []
 CHECKED BY: [] DATE: []
 APPROVED BY: [] DATE: []
 PROJECT NO: []
 SHEET NO: [] OF []
 SCALE: []
 DATE: []

RUSHMOOR BOROUGH COUNCIL
 Planning Services | Environmental Services | Waste Services
 Telephone: 01223 210000 | Fax: 01223 210001
 Website: www.rushmoor.gov.uk

TOWN TRAIL
SITE PLAN
 001



Round Hill

Wellington Monument

Track

Path

Drain

101.8m

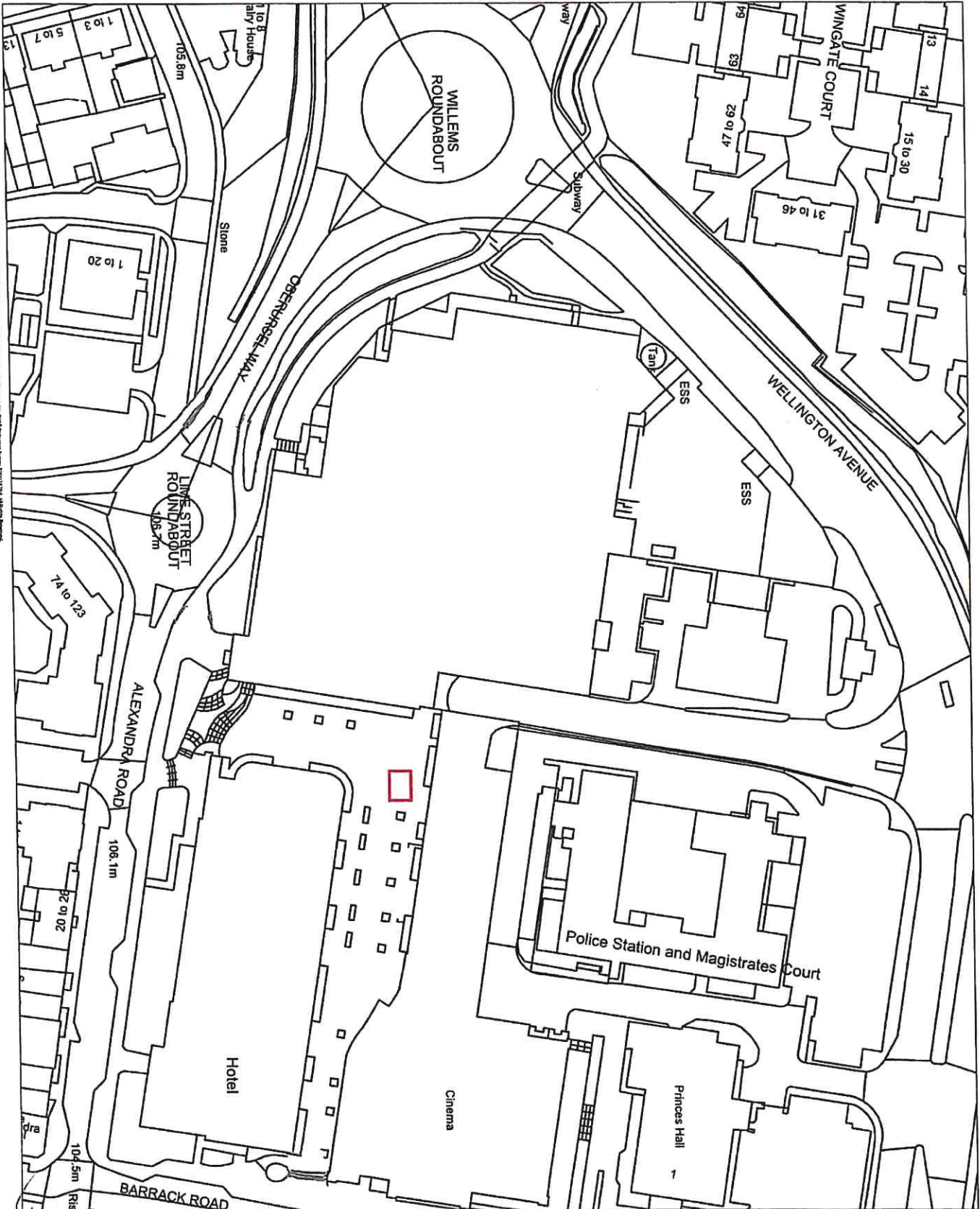
Wellesley
Cottage

The Royal Garrison Church
of All Saints

Meml

107.3m

Wellesley
House



This document is a site plan for the proposed development of the site shown on the plan. It is not a contract and does not constitute an offer. It is for information only and should not be relied upon for any purpose. It is the property of the Council and should be returned to the Council if it is lost or stolen. © 2013 Council. All rights reserved.

KEY
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NOTES

2

PROPOS OF ALEXANDRA MUSEUM

NOTIFICATION [] on [] at []

RUSHMOOR BOROUGH COUNCIL
 Council Offices | Farnborough Road | Farnborough
 Hampshire | GU14 7JG

WELLINGTON TRAIL

SITE PLAN

007

007

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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	19/00702/COND	Ward: North Town
Applicant:	Mr Akeel Rehman	
Decision:	Permission Granted	
Decision Date:	13 May 2021	
Proposal:	Submission of details to comply with condition 3 (extraction details) attached to planning permission 18/00734/FULPP dated 02 September 2019 for a change of use from Retail (Use Class E) to Hot Food Takeaway (Sui Generis)	
Address	165 North Lane Aldershot Hampshire GU12 4SY	

Application No	21/00194/FULPP	Ward: West Heath
Applicant:	Mr Astrit Spahiu	
Decision:	Permission Granted	
Decision Date:	10 May 2021	
Proposal:	Erection of a two storey side and single storey rear extension following demolition of existing detached garage	
Address	102 Blunden Road Farnborough Hampshire GU14 8QP	

Application No	21/00203/FUL	Ward: Aldershot Park
Applicant:	Sarah Foard-Koksal	
Decision:	Permission Granted	
Decision Date:	13 May 2021	
Proposal:	Retention of outdoor pet enclosure	
Address	192 Selborne Avenue Aldershot Hampshire GU11 3RG	

Application No 21/00209/FUL Ward: Cove And Southwood
Applicant: Mr Tony Rider
Decision: **Permission Granted**
Decision Date: 10 May 2021
Proposal: Erection of a single storey rear extension following removal of existing conservatory
Address **23 Oldwood Chase Farnborough Hampshire GU14 0QS**

Application No 21/00234/REXPD Ward: North Town
Applicant: Mr Mihail Namistiuc
Decision: **Prior Approval Required and Refused**
Decision Date: 13 May 2021
Proposal: Notification of a prior approval for a proposed larger home extension:
Erection of a single storey rear extension measuring 6m in depth, 3m to the eaves and 3.53m in overall height
Address **71 Roberts Road Aldershot Hampshire GU12 4RB**

Application No 21/00297/FUL Ward: Aldershot Park
Applicant: Mr S Howell
Decision: **Permission Granted**
Decision Date: 13 May 2021
Proposal: Erection of a single storey rear/side extension
Address **38 Ash Road Aldershot Hampshire GU12 4EZ**

Application No 21/00305/NMA Ward: North Town
Applicant: Mr Zsolt Antal
Decision: **Permission Granted**
Decision Date: 13 May 2021
Proposal: Non-material amendment to planning permission 21/00037/FULPP
(Erection of a timber pergola to rear with a corrugated polycarbonate roof) to allow an increase in roof height to 2.7m
Address **28 Hayloft Close Aldershot Hampshire GU12 4DS**

Application No 21/00382/NMAPP

Ward: Cove And Southwood

Applicant: Mrs Bilcliff

Decision: **Permission Granted**

Decision Date: 13 May 2021

Proposal: Non Material Amendment to Planning Permission 21/00025/FULPP dated 11th February 2021 (erection of a single storey rear extension with roof light and part conversion of existing garage into a habitable room) to allow changes in fenestration to the garage to replace the garage door with a window and brick wall and replace patio doors with window and brick wall

Address **44 Randolph Drive Farnborough Hampshire GU14 0QQ**

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Appeals Progress Report

1. Appeal decisions

1.1 Land adjacent to 1 Pickford Street, Aldershot

Appeal against refusal of planning permission for “Erection of a five-storey building to comprise 14 two-bedroom flats with associated parking for 1 Pickford Street, Enterprise House, 84-86 Victoria Road and the proposed development” (19/00759/FULPP). Permission was refused for the following reasons:

1. *“By reason of the height, depth and proximity of the proposed building to adjacent existing buildings, the proposed development is unable to give appropriate and acceptable consideration to:-*
 - a) *The relationship of the proposed development with residential properties in the eastern elevation of 1 Pickford Street, the occupiers of which would suffer an unacceptable material loss of amenity and sense of enclosure due to materials loss of outlook and daylight; and*
 - b) *Bin storage and collection arrangements*

The proposal is thereby considered to demonstrate symptoms of being an unacceptable poorly contrived overdevelopment of the site and, as such, to be unacceptable having regard to Policy DE1 of the adopted New Rushmoor Local Plan (2014-2032) and the relevant guidance contained in the National Planning Policy Framework (2019).

2. *The development is unacceptable in highway terms in that it fails to meet the requirements of the Council’s adopted parking standards (2017) and as such does not comply with Policy IN2 of the New Rushmoor Local Plan (2014-2032) or the Rushmoor Parking Standards SPD (2017).*
3. *The proposals fail to make provision for an appropriate Special Protection Area Mitigation and Avoidance contributions towards suitable alternative natural green space, and strategic access management measures in order to address the impact of the proposed development upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area. The proposal is thereby contrary to the requirements of the Habitats Regulations, Policy NE1 of the adopted New Rushmoor Local Plan (2014-2032) and saved Policy NRM6 of the South East Plan.*
4. *The proposal does not make provision for public open space in accordance with the requirements of Policy DE6 of the adopted New Rushmoor Local Plan (2014-2032).*
5. *The proposal does not make provision for affordable housing in accordance with the requirements of Policy LN2 of the adopted New Rushmoor Local Plan*

(2014-2032).

- 1.2 In determining the appeal, the Inspector considered the main issues to be i) the effect of the proposed development on the living conditions of the existing occupiers of flats 5 and flat 8 of No. 1 Pickford Street, having regard to outlook and daylight ii) whether the scheme would provide sufficient on-site car parking, iii) whether it would make satisfactory provision for refuse collection and storage, iv) its effect on the Thames Basin Heaths Special Protection Area and v) whether it would make satisfactory provision for public open space.
- 1.3 The Inspector considered the proposed development would cause an unacceptable reduction in outlook from, and natural daylight to, the windows of Flats 5 and 8 of No 1 Pickford Street, caused by the combination of height, depth and proximity of the proposed building to the adjoining property and in this regard, agreed with the Council's reason for refusal.
- 1.4 The Inspector supported the Council's reason for refusal regarding a shortfall in the provision of off-road parking spaces, stating it resulted in 'a substantial under provision' of on-site residents car parking of 50% and visitor car parking of 100%, that would be to the detriment of future occupiers and would conflict not only with Policy IN2(d) of the Local Plan, but also paragraphs 102, 124 and 127 of the NPPF (2019), which indicate that parking considerations should be integral to the design of schemes so they contribute to making high quality places. The Inspector acknowledged that the site was located in proximity to, but outside, the Town Centre boundary and examined the provisions of the Parking SPD in this light, concluding that the scheme was a new-build development outside the town centre boundary that therefore could not benefit from allowances for a reduction in on-site spaces, particularly given the yellow line kerbside restrictions in the location.
- 1.5 The Inspector supported the Council's reason for refusal regarding the inappropriate location of communal refuse and recycling bins stating they would cause harm to the amenity of future occupiers by impeding pedestrian movement and vehicles.
- 1.6 The Inspector noted the site was within 5km of the Thames Basin Heaths Special Protection Area and that the Council had determined that additional residential development would have a significant effect on these protected sites through increased recreational pressure. He acknowledged that although the appellant indicated they were willing to enter into a legal agreement to secure mitigation no planning obligation was before him and he could not therefore conclude the proposal would not adversely affect the SPA and in this regard agreed with the Council's reason for refusal citing failure to comply with Policy NE1 of the Rushmoor Local Plan.
- 1.7 The Inspector similarly acknowledged that although the appellant indicated they were willing to enter into a legal agreement to secure public open space contributions no planning obligation was before him and the proposal therefore conflicts with Policy DE6.

- 1.8 Although the appellants submitted a Viability Assessment to the Inspectorate subsequent to the Council issuing the Decision Notice, the Inspector did not consider this matter further given the other substantive issues.

DECISION: APPEAL DISMISSED

2. Appeal decision

2.1 The Chestnuts 34 Church Circle Farnborough

Appeal against refusal of planning permission for “The construction of a dormer window in the roof space above the existing garage” (20/00502/FUL)

Permission was refused for the following reason:

- 2.2 *The proposed dormer window due to its size and position would be out of scale with the roof of the existing garage and would result in an obtrusive and overbearing development within the street scene, harmful to the character and appearance of the Conservation Area. The proposal therefore conflicts with Local Plan Policy DE1 (Design in the Built Environment), HE3 (Development within/adjoining Conservation Areas) and Supplementary Planning Document 'Home Improvements and Extensions' February 2020.*
- 2.3 In determining the appeal, the Inspector considered the main issues to be whether the proposal would preserve or enhance the character or appearance of the Church Circle Conservation Area (CA)
- 2.4 The Inspector did not support the Council’s reason for refusal. He was satisfied that the addition would complement the variety found within the roofscape of the area.
- 2.5 The Inspector concluded that that the proposal would preserve the character and appearance of the CA and would therefore comply with Policies DE1 and HE3 of the Rushmoor Local Plan (2019) as well as guidance contained within the ‘Home Improvements and Extensions’ Supplementary Planning Document subject to conditions:
- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
 - 2) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.
 - 3) The development hereby permitted shall be carried out in accordance with the following approved plans: Plan 1; Plan 2; Plan 3; Plan 4; Plan 5; Plan 5a; Plan 6; and Plan 7.
 - 4) The existing trees on and adjoining the site which are to be retained shall be protected from damage during site clearance and works in accordance with the following: no building materials, plant or equipment shall be stored during the site clearance and construction period within the rooting zone of any trees or hedges on or adjoining the site.

DECISION: APPEAL ALLOWED

3. Recommendation

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

Tim Mills
Head of Economy, Planning and Strategic Housing