

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 Ingram
Application No.	23/00382/FULPP
Date Valid	19th May 2023
Expiry date of consultations	22nd June 2023
Proposal	Demolition of vehicle sales and repair garage, and erection of 4 no. three-bedroom, two and a half storey dwellings with associated parking and landscaping.
Address	Park Road Garage 107 Park Road Farnborough
Ward	St Mark's
Applicant	Mr Paul Schiavo
Agent	Mr Adam Griffiths
Recommendation	Grant subject to s106 Planning Obligation

Description & Relevant Planning History

The application site is located on the east side of Park Road in a corner position at the junction with South Street. The site is roughly rectangular in shape and measures 712sqm, comprising a road frontage of approximately 25 metres to Park Road and 29 metres to South Street to the side. The site is occupied by a two-storey brick building set back from the front boundary by 12m, with a hardstanding forecourt to the front, reached via a dropped kerb from Park Road.

The site was most recently lawfully occupied by a vehicle sales and vehicle repair workshop premises 'The North American Motor Company' that sold second hand vehicles on the forecourt, and used the building as an ancillary workshop. The first floor of the building has a 2-bedroom flat that was accommodation ancillary to the garage. Prior to be used for car sales, the property was, for many years, a petrol filling station known as 'Park Road Garage'.

The surrounding neighbours are all residential with the exception of a single-storey building located to the rear of the garage building, which is used as a workshop repairing and servicing lawn-mowers. Beyond this, to the east, is No.4 South Street, a two-storey house. No.109 Park Road is a two-storey residential property that adjoins the application site to the north. All of the other nearby residential neighbours are situated on the opposite side of either Park Road or South Street : Nos.105 Park Road and 1 South Street are located opposite on the south side of South Street; and Flats 1-6 at 116 Park Road directly opposite to the west.

The application is for the demolition of the existing garage building and the re-development of the site to provide two semi-detached pairs (i.e. 4 dwellings in total) of 3-bedroom houses (from north to south labelled on the submitted plans as Plots 1, 2, 3 & 4) all fronting Park Road. The dwellings would each have a width of 5.3m and a depth of 9.7 metres; and have accommodation provided over three floors with rear box dormers to facilitate the use of the roof-space to provide master bedrooms. The roofs would have a transverse ridge 8.7 metres high above ground level and roof eaves of 5.4 metres high. Interest would be added to the design by two-storey high front projecting elements with subsidiary roof gables. The widths of Plots 1 and 2 would be 6.6m wide; Plot 3, 5.3m; and Plot 4, 6.5m. The Plot 1 house would be inset a minimum of 1.2 metres from the north side boundary of the site shared with No.109 Park Road. The Plot 4 house would be inset a minimum of 1 metre from the South Street frontage of the site.

The proposed house would be set back from the Park Road frontage by between 6-7.5 metres, with most of the area used to provide car parking with access directly to Park Road. Plots 1-3 would each have a pair of on-site parking spaces in front, with the Plot 4 house having its parking split one to the front; and the second space provided to the rear of the plot with access to South Street instead. All of the proposed houses would be provided with rear amenity space of 11-12 metres in length, where each plot shown to be provided with a shed for bicycle storage and space for refuse and recycling bins. All of the proposed dwelling plots would be provided with pedestrian access to their rear garden areas.

The application is supported by a Design & Access Statement, Phase 1 Desk Top Study and Phase 2 Investigative Contamination Report, and a Remediation Strategy. A Preliminary Bat Survey was subsequently submitted on 27 July 2023 at the request of the Council's Ecology Officer.

Enforcement

Although not of relevance to the consideration of the current re-development proposals, Members will recall that the application property is currently being occupied by short-term tenants whom are using the property on an unauthorised basis for the jet-washing and valeting of vehicles. The Committee agreed to enforcement action being taken against this breach of planning control at the 7 June 2023 meeting. At the last Committee meeting on 19 July 2023 it was confirmed that the enforcement notices in this respect had been served. The Notices were to take effect on 28 August 2023 and require the unauthorised use of the property to cease by 28 September 2023. However an appeal has been lodged against the Notice that has the effect of suspending the requirements of the Notice until such time as the appeal has been decided.

Consultee Responses

Contract Management (Domestic Bin Collection)	No objection.
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Environmental Health	No objection subject to conditions and informatives.
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HCC Highways Development	No highways objections subject to conditions : that the parking spaces have a non-migratory surfacing material and the existing
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Planning	vehicular access from South Street nearest Park Road shall be permanently closed prior to first occupation. It is considered that the existing use on the site is likely to generate more multi modal trips than the proposed use and, as such, there is no requirement for a transport contribution.
Biodiversity Officer	<p>Response #1: More information required – a preliminary survey of the garage building to check for the presence of bats is required.</p> <p>Response #2: Awaited following the receipt of a Preliminary Bat Survey received on 27 July 2023.</p>
Thames Water	No comments received.
Farnborough Airport	No objection.
South East Water	No comments received.
Hampshire Fire & Rescue Service	Provides comments and advice concerning fire safety and standards in respect of the proposals.
Parks Development Officer	Provides advice on POS projects to which a POS financial contribution is required to be secured with a S106 Planning Obligation.

Neighbours notified

In addition to posting two site notices, individual letters of notification were sent to 25 neighbouring and nearby properties in Park Road and South Street.

Neighbour comments

At the time of writing this report a total of 11 representations have been received:-

Objections are raised by the occupiers of Nos.103 Park Road; 17 and 26 South Street (two separate objections) and 28 Waverley Road on the following summary grounds:-

- (a) Despite the proposals providing two spaces on-plot for each of the proposed houses South Street and Park Road are overcrowded with inadequate parking provision and on-street parking congestion. The proposed development would exacerbate existing problems in this respect;
- (b) Turning in/out of South Street will be more difficult and dangerous;
- (c) The Plot 4 house only has 1 parking space provided [*Officer Note: This proposed house would be provided with two spaces: one to the front and one to the back*];
- (d) No visitor parking is provided with the development contrary to the Council's Parking Standards SPD and should be provided here;
- (e) The sewage system is inadequate to cope with additional residential development unless Thames Water is to upgrade the system;

- (f) Objection to the loss of the existing garage building (from an occupier of 28 Waverley Road): it has architecturally beautiful features such as the art deco (style) curves and windows. More work should be put into retaining the existing upper storey façade rather than the lazy off the shelf housing estate style that is proposed. [*Officer Note: the garage building is not statutorily listed or locally listed*]; and
- (g) Concerns about the disruption likely to be caused during the construction period of the development : safe access must be kept available at all times to vehicles and pedestrians to South St. The pavement is narrow at South St and Park Rd, and vehicle movement & loading/unloading could impede access. This is the only vehicle access to South St so could cause real issues if emergency services vehicle access is blocked. There must be restrictions imposed on deliveries being made to the site from Park Rd only and outside rush hours. [*Officer Note: The adverse impacts of the demolition and construction periods of a development cannot be taken into account in determining planning applications*];

Representations in **Support** of the proposed development have been received from the occupiers of Nos.5, 7 South Street and 116 Park Road making the following comments:-

1. The current use of the site is not in fitting with the area. As a garage and car wash the noise, especially at weekends, is significant for a residential area;
2. This is the right size development for the area. The fact the houses have off road parking provided is also good; and
3. I would like the corner of Park Rd and South St to retain the yellow parking lines as entering and exiting South St has been difficult in the past without them;

Neutral representations have been received from the occupiers of Nos.4 & 23 South Street making the following comments:-

- Concerns around asbestos contamination when removing the roof [*Officer Note: this is not a matter for Planning or for consideration with a planning application. The removal and disposal of asbestos is regulated under entirely separate legislation overseen by the Health & Safety Executive*]; and
- Is there a way to include a fibre broadband upgrade to the street? None of the new-builds in South Street currently have fibre and looks like the street is not on the Openreach plans in the coming years [*Officer Note: this is also not a matter for Planning, however if provision is made for high-speed internet connection for the proposed new houses this may prompt the providers to expand their network further*].

Policy and determining issues

The site is brownfield land situated within the built-up area of Farnborough. It is not within or adjoining a Conservation Area. The application site does not contain a Listed Building and is not near one.

Policies SS1 (Presumption in Favour of Sustainable Development), SS2 (Spatial Strategy), DE1 (Design in the Built Environment), DE2 (Residential Internal Space Standards) and DE3 (Residential Amenity Space Standards), DE4 (Sustainable Water Use), DE6 (Open Space,

Sport & Recreation), DE10 (Pollution), IN2 (Transport), LN1 (Housing Mix), NE1 (Thames Basin Heaths Special Protection Area), NE2 (Green Infrastructure), NE4 (Biodiversity) and NE6-NE8 (Flood Risk and Drainage) of the adopted Rushmoor Local Plan (2014-2032) are relevant to the consideration of the application.

Also relevant is the Council's adopted Supplementary Planning Document (SPD) "Parking Standards" adopted in 2017. Since the SPD was subject to extensive public consultation and consequent amendment before being adopted by the Council, some significant weight can be attached to the requirements of this document. The advice contained in the National Planning Policy Framework most recently updated in July 2021 (NPPF) and National Planning Practice Guidance (NPPG) is also relevant.

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

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

Commentary

1. Principle -

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

- *"contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements including the provision of infrastructure;*
- *supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*
- *contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy."*

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

The proposed development is seeking to make more efficient use of previously-developed residential land, which, within reason, continues to be a clear objective of both Government planning guidance and current adopted local planning policy.

Given the site's history as a petrol filling station and vehicle repair premises, the application is accompanied with a Phase 1 Desk Top Study and Phase 2 Investigative Contamination Report, and a subsequent Remediation Strategy. This has been reviewed by the Council's Environmental Health Team, whom comment as follows:-

"The report has identified elevated levels of contaminants across site, and in particular significant areas impacted by hydrocarbons resulting from the sites' former use. Although decommissioned, there are still at least 6 underground fuel tanks known to remain in situ, and possibly another 3 according to site records. These will all need to be removed along with associated fuel lines, vent pipes and interceptors, as well as any impacted soils surrounding these structures, as they appear to be acting as a potential source of ongoing groundwater contamination. Once removed, it will be necessary for the applicant to undertake additional testing of soils and groundwater, along with a detailed quantitative groundwater risk assessment, to determine what, if any, further measures are required to minimise ongoing risks. A report on this further site investigation will need to be submitted to the Council for approval.

Due to the likely presence of residual hydrocarbons remaining on site, the consultants recommend that the site be treated as requiring CS2 (Characteristic Situation 2) gas protection to minimise the risks to future occupants from any residual vapour ingress to the buildings. Environmental Health would agree with this recommendation. It is further recommended that the use of barrier pipe be used for potable water supplies and advice should be sought on this from the local water supply company.

Finally, a watching brief will need to be maintained during ground works due to the likelihood that additional areas of contamination will be encountered that have not previously been identified.

The required measures are nicely presented in Tables 3.2 and 3.3 on page 12 of the submitted Remediation & Risk Reduction Strategy document, dated 31 March 2023. Following completion of these measures a Validation Report will need to be submitted to the council to demonstrate compliance with the agreed remedial measures and to confirm their effectiveness."

Accordingly, given this previous history of the site, the Council's Environmental Health Team request that site investigation is undertaken to establish the existence/nature of any contamination and, if so, appropriate remediation. This can be required by imposition of standard planning conditions.

In the circumstances, the proposals are considered acceptable in principle, subject to all usual development control issues being satisfactorily resolved in detail, since the proposals are clearly in line with Government objectives and the Council's own adopted planning policies in principle.

2. Visual Impact -

It is Government planning guidance that, in assessing impact of proposed development upon the character and appearance of an area, this should be considered in the light of the impact

upon the area as a whole. As a result, the existence of differences from neighbouring buildings are not likely to be sufficient to identify material harm on the character and appearance of an area. Indeed, it is extremely rare for the character and appearance of an area to be narrowly defined by a particular building type, age, size, height and overall appearance : the character of most urban landscapes is usually defined by an eclectic mixture of features and characteristics. Nor is the character and appearance of an area artificially restricted to properties with a specific postal address on individual roads within an area to the exclusion of others. In this case, the character of the area is mixed, comprising a range of conventional dwelling types, ages, designs, styles, heights, external finishing materials and, indeed, extent of alterations. Furthermore, the application site itself is of utilitarian and commercial visual appearance and character.

The design and external appearance of the proposed houses is conventional and acceptable. Accordingly, it is considered that the proposed development would be appropriately sympathetic to the already mixed pattern of development and built form in the area; and thereby not to give rise to material harm to the overall visual character and appearance of the area.



The external design, detailing and indicated external materials is also considered to be appropriate and would have variety and interest; and quality external materials can be ensured through imposition of a suitably-worded planning condition. The proposals are considered acceptable in visual terms.

3. Impact on Neighbours -

The existing long-standing commercial use of the site has, at times, been a matter of concern to local residents, including the current unauthorised jet-wash and valeting use the subject of enforcement action.

Whilst a number of objections have been raised against the proposed development, none have been, at the time of writing this report, received from the immediately adjoining neighbours despite the neighbour notifications undertaken by the Council; and loss of light, outlook and privacy issues have not been raised at all in any representations received.

When considering impacts upon neighbours, the basic question for the Council to consider is whether or not the impacts of the proposed development on the residential amenities of neighbouring properties would be both materially and harmfully impacted in planning terms. The correct test in this respect is whether or not existing neighbouring properties would, as a result of the proposed development, maintain acceptable amenities to meet the needs of residential occupation. It is not the role of the Planning system to defend neighbours against the loss of any private views from their properties where these views are derived from over adjoining land not in their ownership. In terms of privacy concerns, a degree of mutual overlooking often exists between neighbours and this is considered both normal and acceptable. It is necessary for the Council to consider whether or not occupiers of neighbouring properties would be subjected to unacceptable undue overlooking rather than any overlooking at all.

In this context, whilst the application site is surrounded by residential property, most is somewhat removed by separation distance and orientation. As a result, it is considered that, with the exception of the immediately adjacent residential property at Nos.109 Park Road; Nos.105 Park Road and 1 & 3 South Street opposite to the south; No.4 South Street behind the bicycle repair workshop to be retained behind the site to the east; and Nos.114, 116 (Flats 1-6) and 118 Park Road opposite, no other nearby neighbouring properties could be materially and harmfully affected by the proposals.



Fig. 24 - Proposed site aerial view

The impacts upon those nearest and/or adjoining residential properties identified above as being conceivably materially impacted by the proposed development are considered in the following paragraphs:-

No.109 Park Road : This is a semi-detached residential property that immediately adjoins the application site to the north side where they would adjoin the proposed Plot 1 house. The separation distance between this neighbouring building and the Plot 1 house would be approximately 3 metres, with the Plot 1 house being inset 1.2 metres from the shared boundary. Although it is proposed that the Plot 1 house have a ground-floor dining room window in the side elevation facing towards No.109, the boundary would be enclosed with 1.8

metre high fencing to ensure adequate mutual privacy. It is considered that the relationship of the proposed development with No.109 would be conventional and acceptable in planning terms.

No.4 South Street : This is a semi-detached property situated to the east (i.e. rear) of the application site, but with the existing bicycle repair workshop building in-between. As a result, it is considered that the proposed development would not have a material and harmful impact upon this neighbouring property.

Nos.105 and 1-3 South Street : These residential properties are located on the opposite side of South Street to the south of the application site, where the proposed Plot 4 house would be level with No.105 and the relationship with Nos.1 & 3 South Street more oblique. It is considered that the relationship of the proposed development to all these neighbouring properties would be conventional and acceptable in planning terms.

Nos.114-118 Park Road : These residential properties are located on the opposite side of Park Road from the application site to the west and, as such, would have a conventional front elevation to front elevation relationship with the proposed development. It is considered that no material and undue planning harm would arise to these properties as a result of the proposed development.

Given the location of the application site it is considered appropriate that a condition be imposed to require submission of a Construction Method Statement to set out the measures to be employed during the construction phase to minimise noise, vibration, dust and other emissions to, as far as practicable, seek to limit impacts upon the amenity of neighbours. Likewise the parking and traffic generation impacts of the demolition, construction and fitting-out periods of the development. Although planning applications cannot be refused on account of the likely demolition and construction phase impacts, it is considered reasonable to require the submission of details of construction management measures given the clear potential for this to give rise to significant nuisance and inconvenience to neighbours in this location – if only to alert the developer to the need to have regard to such matters.

In conclusion it is considered that the proposed development would have an acceptable impact upon neighbours.

4. The living environment created -

The proposed houses would provide accommodation meeting the Government minimum internal floorspace standards appropriate for their level of occupancy. The proposed development is also able to provide on-site amenity space for residents in the form of private rear gardens exceeding the requirements of Local Plan Policy DE3 for all of the proposed new dwellings. It is also considered that the proposed dwellings would have acceptable relationships with all neighbours in terms of light, outlook and privacy.

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

5. Highways Considerations –

It remains current Government guidance that denying planning permissions on highways grounds is only justified and appropriate where any highways concerns are demonstrated to give rise to '**severe**' harm to the safety and/or convenience of highway users. It is not sufficient to merely identify concern about a highway matter. Furthermore, clear evidence of wider harm(s) being caused to the highway network with severe impact(s) must be identified. As a consequence, justification for refusal on highway grounds must meet a high threshold. This is a material change in planning circumstances that has emerged in recent years.

It is also long-standing Government guidance that it is neither appropriate nor reasonable for developers to be required to resolve existing highway problems in the vicinity of their site in order to secure planning permission that they are neither responsible for, nor would materially exacerbate as a result of their proposals.

Vehicular access for the development would mainly use the Park Road frontage of the site, largely involving the use of the long-established existing vehicular accesses onto this road, albeit with an additional section of dropped-kerb installed centrally within the road frontage in front of Plot 2. The second parking space to be provided to the rear of the proposed Plot 4 house would already benefit from an existing dropped-kerb access into South Street. Elsewhere, the existing dropped-kerbs and/or accesses into the site on the South Street frontage would no longer be required and a planning condition, as requested by the Highway Authority (Hampshire County Council : HCC Highways), could be used to require these to be permanently closed-up and raised kerbs provided where necessary. The existing parking restrictions in the vicinity of the junction of South Street with Park Road would not be compromised and acceptable forward visibility sight-lines would also be provided at this road junction.

Given the existing long-standing lawful commercial use of the site as a vehicle garage it is not considered that the current proposals would be unlikely to result in any material increase in the amount of traffic to and from the site and, as such, in raising no objections to the proposals, HCC Highways do not identify any requirements for transport contributions on the grounds of increased traffic generation.

The proposed development makes satisfactory provision for on-site parking comprising two parking spaces for each proposed 3-bedroom house. Specific objection is raised on the grounds that no visitor parking spaces are shown to be provided with the scheme. The visitor parking requirement for the proposed development (according to Principle 9 of the Parking Standards SPD) is 4/5ths of a parking space, which rounds-up to a requirement for a single additional parking space. However, it is considered that this can be met by the minor increase in street parking in South Street that would be liberated by the closure of existing vehicular access to be closed-up as a result of the proposals. Accordingly, it is not considered that the proposals would materially, if at all, exacerbate existing street parking in South Street. In any event, it is considered that refusal of the proposals on highway grounds for the theoretical shortfall of a single visitor parking space would not be sufficient to justify the refusal of planning permission given the Government requirement for severe harm to be caused to the safety and convenience of highway users. It is therefore considered that the proposals comply acceptably with the Council's adopted car parking requirements and, in any event, the proposed development would meet its own functional car parking needs without materially exacerbating any existing issues. On-plot cycle parking is shown to be provided with the scheme in the form of sheds with each of the proposed house plots, which can be required by condition. The proposals would thereby meet the Council's adopted parking standards in full and, as such,

the proposed development makes appropriate and acceptable provision for parking on-site to support itself.

All of the proposed new house plots are also shown to be provided with adequate space for the storage of refuse/recycling bins and this can also be secured and retained with the imposition of the usual planning condition. It is therefore considered that the proposals are acceptable in highways terms.

6. Impacts on Wildlife & Biodiversity -

(a) Special Protection Area.

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

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

HRA Screening Assessment under Regulation 63(1)(a) of the Habitats Regulations : The Thames Basin Heaths SPA is designated under the E.C Birds Directive for its lowland heathland bird populations. The site supports important breeding bird populations, especially Nightjar *Caprimulgus europaeus* and Woodlark *Lullula arborea*, both of which nest on the ground, often at the woodland/heathland edge; and Dartford Warbler *Sylvia undata*, which often nests in gorse *Ulex* sp. Scattered trees and scrub are used for roosting.

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

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

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

The retained South East Plan Policy NRM6 and adopted New Rushmoor Local Plan (2014-2032) Policy NE1 (Thames Basin Heaths Special Protection Area) and Thames Basin Heaths

Avoidance & Mitigation Strategy (2019)], state that residential development within 400m of the SPA should be refused and development within 5km of the SPA should provide Strategic Alternative Natural Greenspace (SANG) of 8ha/1000 additional population and contributions to Strategic Access Management and Monitoring Measures (SAMM) dependant on the number of bedrooms.

It is considered that there is sufficient information available with the planning application provided by the applicants with which the Council can undertake the HRA process. In this case the proposed development involves the creation of 3 net new residential units within the Farnborough urban area [*Officer Note: account has to be taken of the existing dwelling unit at the site*]. As such, the proposed development is located within the 5km zone of influence of the SPA but outside the 400-metre exclusion zone. The proposed development is neither connected to, nor necessary to the management of, the Thames Basin Heaths SPA. Furthermore, the proposed development would not result in a net increase in traffic movements in excess of 1000 vehicular movements per day in proximity to the SPA.

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

Appropriate Assessment under Regulation 63(1) of the Habitats Regulations : If there are any potential significant impacts upon the Thames Basin Heaths SPA, the applicant must suggest avoidance and/or mitigation measures to allow an Appropriate Assessment to be made. The Applicant must also provide details that demonstrate any long term management, maintenance and funding of any such solution.

The project the subject of the current planning application being assessed would result in a net increase of dwellings within 5 km of a boundary of part of the Thames Basin Heaths SPA. In line with Natural England guidance and adopted New Rushmoor Local Plan Policy NE1 and Thames Basin Heaths Avoidance & Mitigation Strategy (2019), a permanent significant effect on the SPA due to an increase in recreational disturbance as a result of the proposed new development is likely. As such, in order to be lawfully permitted, the proposed development will need to secure a package of avoidance and mitigation measures.

Rushmoor Borough Council formally adopted the latest version of the Thames Basin Heaths SPA Avoidance & Mitigation Strategy (AMS) in 2023. The AMS provides a strategic solution to ensure the requirements of the Habitats Regulations are met with regard to the in-combination effects of increased recreational pressure on the Thames Basin Heaths SPA arising from new residential development. This Strategy is a partnership approach to addressing the issue that has been endorsed by Natural England.

The AMS comprises two elements. Firstly the maintenance of Suitable Alternative Natural Greenspace (SANG) in order to divert additional recreational pressure away from the SPA;

and, secondly, the maintenance of a range of Strategic Access Management and Monitoring Measures (SAMMs) to avoid displacing visitors from one part of the SPA to another and to minimize the impact of visitors on the SPA. Natural England raises no objection to proposals for new residential development in the form of Standing Advice provided that the mitigation and avoidance measures are in accordance with the AMS.

In order to meet the requirements of Policy NE1 and the AMS applicants must:-

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

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

In this case the applicants are in the process of acquiring SANGS capacity from the Hart District Council Bramshot Farm SANGS scheme sufficient for the 3 net new dwelling units proposed, costing the applicants £35,066.97 to be paid to Hart DC. Furthermore, the applicants are seeking to complete a s106 Planning Obligation with Rushmoor BC to secure a financial contribution of £2,900.64 towards the SAMM element of the SPA mitigation to be paid upon the implementation of the proposed development.

Conclusions of Appropriate Assessment : Subject to the applicants providing written confirmation from Hart DC that they have secured the necessary SANGS mitigation capacity and they also satisfactorily complete a s106 Planning Obligation with Rushmoor, the Council would be satisfied that the applicants had satisfactorily mitigated for the impact of their proposed development on the Thames Basin Heaths SPA in perpetuity in compliance with the requirements of New Rushmoor Local Plan Policy NE1 and the AMS. Accordingly, it is considered that planning permission could then be granted for the proposed development on SPA grounds.

(b) Site Specific Protected Species.

The application site is predominantly hardstanding and built development and is therefore unlikely to contain any habitats of conservation concern. However, the development would result in demolition of all built structures present on site and these are of an older design and are less well maintained. Accordingly, the Council's Ecology Officer considers that gaps in mortar may be present that would present suitable roosting locations for bats. Significant climber vegetation is also present across a rear section of the building that could conceivably provide suitable cover roosting bats. Accordingly there is, overall, clear potential for the application property to host active bat roosts for crevice dwelling bats; and the proposed demolition of these buildings would result in loss of any active bat roosts present.

All species of bat and their roosts are protected under Schedule 2 of the Conservation of Habitats and Species Regulations 2017, as amended. They are afforded additional protection under the Wildlife and Countryside Act 1981, as amended, making it an offence to kill, injure or disturb an individual; damage, destroy or obstruct access to a breeding site or resting place of that individual. Destruction of a bat roost is therefore an offence, regardless of whether a bat is present at the time of roost removal. The Local Planning Authority should also be aware of its legal duty under Regulation 9(3) of the Conservation of Habitats and Species Regulations 2017, as amended which states that "a competent authority in exercising any of its functions,

must have regard to the requirements of the Directives so far as they may be affected by the exercise of those functions”.

The Ecology Officer has therefore requested a Bat Survey of all buildings at the site undertaken by a suitably qualified ecologist in accordance with best practice survey guidelines to establish present/likely absence of active bat roosts.

The survey report in this respect was submitted on 27 July 2023 and reports that no bats were found to be present at the site, that the potential for bats to be present is low, and concludes that no further surveys are required. The Ecology Officer has been re-consulted and, at the time of writing this report, their response is awaited : Members will be updated on this matter at the meeting.

(c) Biodiversity

In addition to Policy NE4, Local Plan Policy NE2 (Green Infrastructure) requires that development provides green infrastructure features within the development and maximises opportunities for improvement to the green infrastructure network, including restoration of fragmented parts of the network. This approach is also supported by the NPPF. In this respect, development proposals should seek to secure opportunities to enhance biodiversity and include proportionate measures to contribute, where possible to a net gain in biodiversity, through creation, restoration, enhancement and management of habitats and features, including measures that help to link key habitats.

The Environment Act 2021 introduces a statutory footing for securing measurable net gains for biodiversity, requiring a 10% minimum uplift post-development. However, this will not become a legal requirement until November 2023 such that, for the time being, the Council seek and secure net gain from developers on a voluntary basis. This development offers opportunities to restore or enhance biodiversity and such measures will assist the Local Planning Authority in meeting the above obligation and also help offset any localised harm to biodiversity caused by the development process. The Ecology Officer recommends that the development should incorporate the following:

- bird nesting and bat roosting provision erected on or integral within the new development building; and
- Use native species or species of known biodiversity benefit when planting new tree and shrubs, preferably of local provenance. Planting should focus on nectar-rich flowers and/or berries as these can also be of considerable value to wildlife

Given that the site has little existing biodiversity value, it is considered that 10% Biodiversity Net Gain is readily achievable with this proposed development – not least as a result of the provision of gardens with the proposed houses and the potential for the provision of some landscaping within the scheme. In the circumstances, it is considered appropriate that a condition be imposed to require the developer to submit details of, and implement and retain, biodiversity enhancements to meet the requirements of Rushmoor Local Plan Policy NE4. This could incorporate details of any proposed planting and species habitat provision, including bird nesting and bat roosting boxes.

7. Flood Risk & Drainage –

Policy NE8 (Sustainable Drainage Systems : SuDS) *requires “the implementation of integrated and maintainable SuDS in all flood zones for both brownfield and greenfield sites”*. For

brownfield developments, the peak run-off rate/volume from the development to any drain, sewer or surface water body for the 1-in-1-year and 1-in-100-year rainfall event must not exceed the greenfield run-off rate for the same event. However these requirements must be considered in the light of the specific circumstances of application sites.

Whilst the site is located on land at lowest risk of fluvial flooding (Flood Zone 1), it adjoins an area at medium risk of surface water flooding. No details of the proposed drainage of the site have been submitted with the application, although the application forms indicate that surface water would be disposed of via soakaways and foul sewage would be connected to the existing public system.

In this case, the likely historical contamination of the ground at the site may preclude the use of soakaways and/or on-site storage of surface water (i.e. SUDS drainage) and necessitate the continued connection of the site into the existing piped public drainage system. Nevertheless, the proposals are a small-scale re-development of an existing developed small site within the urban area. The application site has no land that is not already hard-surfaced and the proposals, not least because they would provide some reduction in the extent of hard-surfacing due to the provision of gardens for the proposed houses, would provide some improvement to this situation.

The making of drainage connections to a development is subject to entirely separate consideration and licencing (with Thames Water) under other legislation and, as such, is not a matter for direct and technical consideration by the Council with a planning application. At the time of writing this report Thames Water have not yet responded to the Council's consultation. Nevertheless, it is the Council's recent experience that Thame Water now routinely request imposition of standard conditions requiring details of both surface water and foul drainage including, if necessary, the implementation of any upgrades to the drainage network required as a result of the proposed development. It is considered that this approach is appropriate in this case.

In the circumstances, subject to the imposition of the appropriately-worded conditions, it is considered that the proposals would meet the requirements of adopted Local Plan Policy NE8.

9. Public open space -

The Rushmoor Local Plan seeks to ensure that adequate public open space (POS) provision is made to cater for future residents in connection with new residential developments. Policy DE6 allows provision to be made on the site, or in appropriate circumstances, a contribution to be made towards upgrading POS facilities nearby.

This is a circumstance where a contribution (in this case the Parks Development Officer identifies a POS project requiring £10,662.72 towards public open space comprising general infrastructure, sports pitch or playground improvements at King George V Playing Fields, Sycamore Road, Farnborough OR Queens Road Recreation Ground, Queens Road, Farnborough secured by way of a s106 Planning Obligation would be appropriate. which the applicant is in the process of completing. Subject to the completion of this Obligation the proposal is considered to be acceptable within the terms of Local Plan Policy DE6.

Conclusions -

It is considered that the proposals are considered acceptable in principle and in highways terms; would have no material and harmful visual impact on the character and appearance of

the area; would have acceptable impacts on neighbours; would provide an acceptable living environment; subject to conditions, would provide satisfactory surface water drainage of the site; and satisfactorily address ecology & biodiversity issues and requirements; and, subject to s106 Planning Obligations, would have no significant impact upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area and appropriately address the Council's adopted Local Plan Policy DE6 concerning Public Open Space. The proposals are therefore considered to be acceptable having regard to the criteria of Policies SS1, SS2, DE1, DE2, DE3, IN2, DE1, DE2, DE3, DE11, IN2, NE1, NE2, NE4 and NE8 of the adopted Rushmoor Local Plan (2014-2032).

Full Recommendation

It is recommended that **SUBJECT** to:

- (a) Written confirmation being received to the effect that the applicants have acquired sufficient SANGS SPA mitigation capacity at the Bramshot Farm SANG from Hart District Council in respect of the proposed development;
- (b) Completion of a Satisfactory S.106 Planning Obligation by 30th August 2023, or any further date the subject of an Extension of Time for the determination of the application as may be agreed, to secure the SPA (SAMMs) and Public Open Space financial contributions as set out in the report;

The Executive Head of Property and Growth, in consultation with the Chairman be authorised to **GRANT** Planning Permission subject to the imposition of the following conditions and informatives:-

However, if by 30th August 2023 (or such other timescale as may be agreed) either (a) no confirmation of SANGS SPA mitigation provision at the Bramshot Farm SANG has been confirmed by Hart DC and/or (b) a satisfactory s106 Agreement has not been received, the Executive Head of Property and Growth, in consultation with the Chairman, be authorised to **REFUSE** planning permission on the grounds that the proposals do not provide the means and/or 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 adopted Rushmoor Local Plan Policy DE6.

Conditions & Informatives

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

Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, to reflect the objectives of the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy as amended 2021 and to accord with the resolution of Rushmoor's Cabinet on 17 June 2014 in respect of Planning Report no PLN1420.

2. The permission hereby granted shall be carried out in accordance with the following approved drawings and details – BA156-01-001, -002, -003, -004, -100, -200 & -201; BA156-02-001 Rev.A, -002 Rev.A, -003 Rev.A, -004-Rev.A, -100 Rev.A; Design &

Access Statement; Phase 1 Desk Top Study; Phase 2 Investigative Contamination Report; Remediation Strategy; and Preliminary Bat Survey.

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

3. Construction of the following elements of the development hereby approved shall not start until a schedule and/or samples of the materials to be used in them have been submitted to, and approved in writing by, the Local Planning Authority. Those elements of the development shall be carried out using the materials so approved and thereafter retained:
- External walls;
 - Roofing materials;
 - Window frames;
 - Rainwater Goods; and
 - Ground Surfacing Materials

Reason - To ensure satisfactory external appearance. *

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

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

5. Prior to occupation or use of the development hereby approved, screen and boundary walls, fences, hedges or other means of enclosure for the boundaries of the overall site and between adjoining plots within the development hereby approved shall be installed in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed and retained in accordance with the details so approved prior to the first occupation of the new dwellings hereby permitted.

Reason - To safeguard the amenities of neighbouring property. *

6. The development hereby permitted shall not be occupied until the parking spaces shown on the approved plans have been constructed, surfaced and made available to occupiers of, and visitors to, the development as allocated on the approved plans. Thereafter these parking facilities shall be kept available at all times for their intended purposes as shown on the approved plans. Furthermore, the parking spaces shall not be used at any time for the parking/storage of boats, caravans or trailers.

Reason - For the avoidance of doubt and to ensure the provision, allocation and retention of adequate off-street car parking. *

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

Reason - In the interests of visual amenity.

8. No part of the development hereby permitted shall be occupied and brought into use until details of an appropriate level of biodiversity enhancement, including roosting and foraging opportunities for urban birds and bat species and landscaping, shall be submitted to, and approved in writing by, the Local Planning Authority. Those details and measures so approved shall be implemented in full and retained thereafter.

Reason: To ensure that the proposals provide adequate biodiversity enhancement relative to the size of the development; and to protect and enhance biodiversity in accordance with Local Plan Policy NE4 and Paragraph 175 of the NPPF. *

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

- (a) the provision to be made for the parking and turning on site of operatives and construction vehicles during construction and fitting out works;
- (b) the arrangements to be made for the delivery of all building and other materials to the site;
- (c) the provision to be made for any storage of building and other materials on site;
- (d) measures to prevent mud from being deposited on the highway;
- (e) the programme for construction; and
- (f) the protective hoarding/enclosure of the site.

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

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

10. No development shall begin until a detailed surface water drainage scheme for the site has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:-
- (a) Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations;
 - (b) Detailed drainage calculations to demonstrate existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change; and
 - (c) Maintenance schedules detailing the maintenance requirements of all drainage elements within the site.

Reason - To comply with the requirements of Local Plan Policy NE8. *

11. The development hereby permitted shall not be brought into use until confirmation has been provided to the Local Planning Authority that either:- 1. Foul water 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 use of the development hereby permitted shall take place other than in accordance with the agreed development and infrastructure phasing plan; or 3. All Foul water network upgrades required to

accommodate the additional flows from the development have been completed.

Reason - In order to avoid flooding and/or potential pollution incidents. *

12. No drainage systems for the infiltration of surface water to the ground are permitted other than with the prior written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

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

13. Piling using penetrative methods shall not be carried out other than with the prior written consent of the Local Planning Authority.

Reason - To ensure that the piled foundations do not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework; and in the interests of the amenities of occupiers of adjoining and nearby property.

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

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

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

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

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

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

15. Notwithstanding the requirements of Condition No.14 above, the remediation measures identified within the submitted Remediation and Risk Reduction Strategy (Report: 23-008/RMS) dated 31 March 2023, shall be implemented as the development proceeds and shall be completed before any part of the development is brought into use. Any

proposed amendments to the measures identified shall be submitted to, and approved in writing by, the local planning authority before such measures are implemented. Following completion of the measures identified in the approved scheme, a verification report that demonstrates the effectiveness of the remediation shall be submitted for approval in writing by the Local Planning Authority.

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

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

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

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

17. Prior to occupation of any part of the development hereby approved, the refuse and recycling bins for each dwelling hereby approved as shown on the plans hereby approved shall be provided and retained thereafter at all times.

Reason - In the interests of visual amenity and highway safety.

18. Prior to the occupation of any part of the development hereby approved, on-plot cycle storage for each individual dwelling as shown on the plans hereby approved shall be provided and retained thereafter.

Reason - In the interests of visual amenity and highway safety.

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 1995, (or any Order revoking and re-enacting that Order), no vehicular access shall be formed onto a highway other than those shown on the approved plans. Furthermore, any existing vehicular access no longer to be used as a result of the development hereby permitted shall be permanently closed-up and the footway and raised kerbing reinstated prior to the first occupation of the development.

Reason - To prevent adverse impact on traffic and parking conditions in the vicinity.

20. The means of motor vehicular access (including any visibility splays) shown on the plans hereby approved shall be constructed and/or provided in full accordance with the approved plans and retained thereafter at all times for the lifetime of the development. The visibility splays so provided shall thereafter be kept free at all times of any obstruction including trees and shrubs exceeding 1m in height.

Reason - To improve and maintain visibility for the safety of pedestrian and vehicular traffic.

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

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

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

Reason - To protect the amenities of neighbouring residential properties.

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

Reason - To ensure a satisfactory form of development in relation to neighbouring property and having regard to surface water flood risk considerations. *

INFORMATIVES

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

It is considered that the proposals are considered acceptable in principle and in highways terms; would have no material and harmful visual impact on the character and appearance of the area; would have acceptable impacts on neighbours; would provide an acceptable living environment; subject to conditions, would provide satisfactory surface water drainage of the site; and satisfactorily address ecology & biodiversity issues and requirements; and, subject to s106 Planning Obligations, would have no significant impact upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area and appropriately address the Council's adopted Local Plan Policy DE6 concerning Public Open Space. The proposals are therefore considered to be acceptable having regard to the criteria of Policies SS1, SS2, DE1, DE2, DE3, IN2, DE1, DE2, DE3, DE11, IN2, NE1, NE2, NE4 and NE8 of the adopted Rushmoor Local Plan (2014-2032).

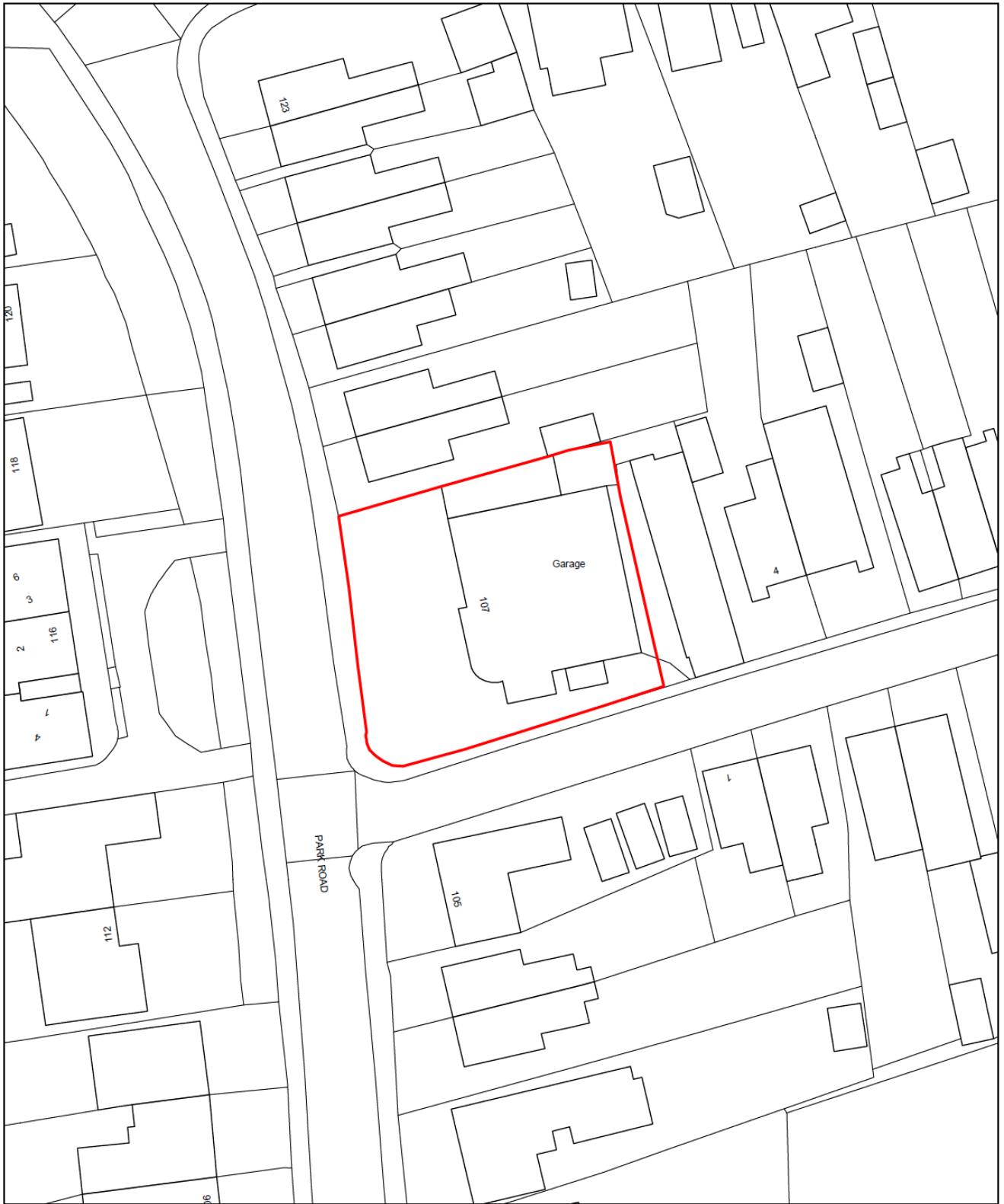
It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a

consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.


- 2 INFORMATIVE - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended). If your legal obligations includes a payment of sums, then you must contact the Council (at plan@rushmoor.gov.uk) at least 20 days prior to the commencement of development both stating your intended date of commencement and requesting an invoice to pay such funds. The payment of all contributions as required by such s106 must be received prior to the commencement of development.
- 3 INFORMATIVE - Your attention is specifically drawn to the conditions marked *. These condition(s) require the submission of details, information, drawings etc. to the Local Planning Authority BEFORE a certain stage is reached in the development. Failure to meet these requirements is in contravention of the terms of the permission and the Council may take enforcement action to secure compliance. As of April 2008 submissions seeking to submit details pursuant to conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.
- 4 INFORMATIVE - The applicant is recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by:
 - a) ensuring the design and materials to be used in the construction of the building are consistent with these aims; and
 - b) using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.
- 5 INFORMATIVE - The applicant is advised to contact the Recycling and Waste Management section at Rushmoor Borough Council on 01252 398164 with regard to providing bins for refuse and recycling. The bins should be:
 - 1) provided prior to the occupation of the properties;
 - 2) compatible with the Council's collection vehicles, colour scheme and specifications;
 - 3) appropriate for the number of occupants they serve;
 - 4) fit into the development's bin storage facilities.
- 6 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Council's Environmental Health Team for advice.
- 7 INFORMATIVE - The applicant is advised that during the construction phase of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Council's Environmental Health Team.
- 8 INFORMATIVE - Measures should be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway throughout the construction period.
- 9 INFORMATIVE - It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas

a dwelling should have separate connections: a) to the public foul sewer to carry waste from toilets, sinks and washing machines, etc, and b) to public surface water sewer for rainwater from roofs and surface drains. Mis-connections can have serious effects: i) If a foul sewage outlet is connected to a public surface water sewer this may result in pollution of a watercourse. ii) If a surface water outlet is connected to a public foul sewer, when a separate surface water system or soakaway exists, this may cause overloading of the public foul sewer at times of heavy rain. This can lead to sewer flooding of properties within the locality. In both instances it is an offence to make the wrong connection. Thames Water can help identify the location of the nearest appropriate public sewer and can be contacted on 0845 850 2777.

- 10 INFORMATIVE - The planning permission hereby granted does not authorise the applicant, or his agents, to construct a new/alterd access to, or other work within, the public highway. A separate consent for works within the highway must first be obtained from the highway authority who may be contacted at the following address:- Hampshire County Council Highways Sub Unit, M3 Motorway Compound, Hook, Hampshire, RG27 9AA.
- 11 INFORMATIVE - In the UK protected wildlife species, which includes all species of bats and nesting birds, are afforded statutory protection such that un-licenced harm and/or disturbance would constitute an offence. The grant of planning permission does not supersede the requirements of this legislation. If any protected species or signs of them are encountered at any point during development then all works must stop immediately and you should contact Natural England.
- 12 INFORMATIVE - The applicant is advised that there may be a need to comply with the requirements of the Party Wall (etc.) Act 1996 before starting works on site. The Party Wall (etc.) Act is not enforced or administered by the Council but further information can be found on the Planning Portal website <https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance> and you are able to download The Party Wall Act 1996 explanatory booklet.
- 13 INFORMATIVE - The applicant is requested to bring the conditions attached to this permission to the attention of all contractors working or delivering to the site, in particular any relating to the permitted hours of construction and demolition; and where practicable to have these conditions on display at the site entrance(s) for the duration of the works.
- 14 INFORMATIVE - The Local Planning Authority's commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.



6/28/2023, 10:55:33 AM

 Planning Application

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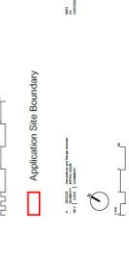
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2 Site Location Plan
Scale: 1:1250 @ A1



3 Proposed Site Block Plan
Scale: 1:500 @ A1



PROPOSED SITE PLAN SHOWING DEMOLITION	DATE: 11/05/2022	SCALE: 1:500 @ A1	PROJECT: PROPOSED 4 NEW DWELLINGS
PROPOSED 4 NEW DWELLINGS	DATE: 11/05/2022	SCALE: 1:500 @ A1	PROJECT: PROPOSED 4 NEW DWELLINGS
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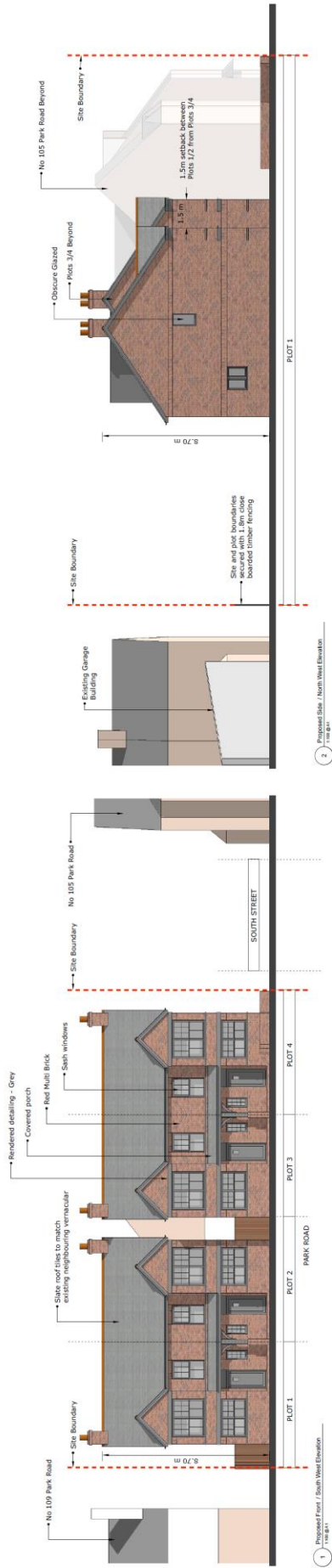


1 PROPOSED SITE & GROUND FLOOR PLAN
Scale: 1:100

ACCOMMODATION SCHEDULE
HOUSES:
Plot 01: 04: 3 Bed 6 Person Dwellings
GF: 41.3m ²
1st: 11.3m ²
SF: 22.6m ²
Total: 105.4m ²

SOUTH STREET

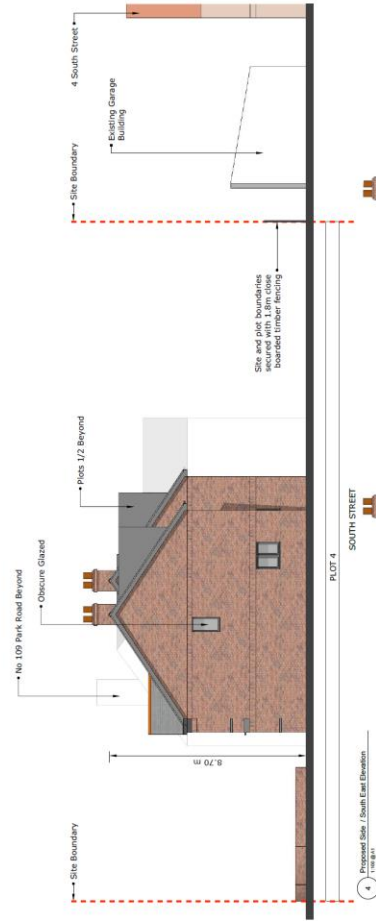
PARK ROAD



1 Proposed Front / South West Elevation
1:100 scale



3 Proposed Rear / North East Elevation
1:100 scale



4 Proposed Side / South East Elevation
1:100 scale

5 Proposed Plot 2 Side / South East Elevation
1:100 scale

6 Proposed Plot 3 Side / North West Elevation
1:100 scale

DATE	AUG 2022	REV	A1
DESIGNER	MSH	REVISED	BA156-02-200
SCALE	1:100 @ A1	STATUS	PLANNING

1m 2m 4m 8m

107 PARK ROAD, FARNBOROUGH, GU14 6AP

PROPOSED ELEVATIONS

PROPOSED 4 NEW DWELLINGS

PORTCHESTER ESTATES

BE//AR
BECKMANN ARCHITECTURE

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E: info@beckmann-arch.co.uk
W: WWW.BE-AR.CO.UK

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Note: For clarity garden fencing is not shown. All plots and site boundaries to be secured by 1.8m close boarded timber fencing.