

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.	23/00597/FULPP
Date Valid	15th August 2023
Expiry date of consultations	8th September 2023
Proposal	Demolition of the existing care home and dwelling, repairs and works to the kitchen garden wall and the erection of 30 residential units, associated access works, drainage works, tree works, car parking, hard & soft landscaping
Address	<b>Land At Orchard Rise 127 And La Fosse House 129 Ship Lane And Farnborough Hill School 312 Farnborough Road Farnborough Hampshire</b>
Ward	Empress
Applicant	Wooldridge Developments Ltd. And Synergy Housing
Agent	Mr Thomas Rumble
Recommendation	<b>GRANT subject to S106 agreement.</b>

### Description

This item was deferred from the planning committee of the 13<sup>th</sup> of September for the following reasons:

- Speak letters sent out to respondents by the Uniform system erroneously did not include the committee date. Deferral of the item will ensure that revised letters can be sent and received, and any party wishing to register to address the committee will have the opportunity to do so.
- Late receipt of the consultation response from Hampshire County Council Highways on 11/09/2023. Deferral of the item will allow full scrutiny of its content with respect to speed data before consideration of the application.
- A significant additional quantity of consultee and representators comments have been received since publication of the agenda. Deferral will give members the opportunity to read and consider them at greater length as opposed to via the amendment sheet on the day of the meeting.

Since that Planning Committee, a revised Transport Plan has been received. This has carried out a new speed survey at Ship Lane. Efforts have been made to carry out the survey at a time when there was no road works, but this was not possible – due to road works overrunning. The report argues that there was sufficient distance from the roadworks to the counter to record an accurate speed, and given that further roadworks were planned, that the survey would continue. The higher of the speeds recorded at each counter have been used at the calculation of design speed for the visibility splays. Hampshire County Council's Highways Officer has no objection to the proposals. These visibility splays have been recommended as a condition.

All consultation responses have been taken into account in this report, and care will be taken to ensure that the correct information has been provided on the correspondence to respondents with regards to the Planning Committee.

Taking the above into consideration, this item is presented for determination.

The site comprises 127 Ship Lane (Orchard Rise) and 129 Ship Lane (La Fosse House), two 1970s buildings formerly used by a religious order. La Fosse, a C2 Care Home, is set within a Curtilage Listed walled former kitchen garden to the Grade 1 Farnborough Hill School. The site lies within the Farnborough Hill Conservation Area.

On the southern part of the site outside the wall is a strip of land enclosed by a hedge with a central gate. This area is designated as Public Open Space in the Local Plan. To the west and north of the site are the houses of Woodland Crescent.

This application follows extensive pre-application discussions following the withdrawal of a previous planning application in 2018.

*17/00616/FULPP - Demolition of former care home and dwelling, and formation of extra care retirement community of older people (Class C2) comprising 87 Units (70 two bedroom and 17 one bedroom) and ancillary facilities to be provided in 7 one, two and three storey buildings together with alterations to existing vehicular and pedestrian access and provision of car parking.*

The proposals involve a significantly smaller site area and quantum of development than the withdrawn scheme.

This planning application seeks to demolish the existing care home and dwelling, and erect 30 residential dwellings involving the creation of a new entrance from Ship Lane and Farnborough Road. The proposal would also involve the removal of part of the Curtilage Listed Wall and a scheme of repairs to the remaining wall.

The 30 dwellings would have a mix of (4x1 bed, 16x 2 beds, 10 x 3 beds) and comprise 2 x blocks of flats containing 1 and 2 bed units over 3.5 floors, 2 x 3 bedroom semi-detached dwellings situated to the north of the flat blocks within the walls, and 2 x terrace of 5 x3 bed units continuing the building line of Woodland Crescent to the West, and the other in the place of 127 Ship Lane.

This application is accompanied by a Listed Building Consent application – 23/00586/LBC that is yet to be determined.

## Consultee Responses

Historic England

No comments made.

HCC Highways Development  
Planning

No objection.

County Archaeologist

The assessment considers that the archaeological potential, in so far as that is revealed by existing data and landscape character, is low for the prehistoric, Roman and medieval periods. The assessment recognises the importance of the local pottery industry in the late medieval early post medieval period but notes that its distribution seems confined locally to the settlement of Farnborough Street or it's margins. I would concur. The assessment indicates that the second phase of walled garden which falls within the development area and which was erected in the late 19th century will have some archaeological manifestation in terms of understanding the scale and operation of the green houses as are mapped.

Whilst I agree that such archaeological potential exists, in terms of meriting an archaeological record this is very much predicated on the research agenda. Archaeological evidence will offer an understanding of the scale and sophistication of production in the walled garden and if perhaps it was set up for exotic produce reflecting the social standing of the adjacent house. However such a research agenda might also be addressed by historical research and I note that a published history of the site exists. Such historical resources are not threatened by the development.

Before seeking to burden the planning permission with an archaeological condition to ensure that the archaeological remains of the walled garden will be recognised and recorded, as is implied by the conclusion of the assessment, I would urge the applicant (or their archaeologists) to establish if the structures, operation, scale and produce of the walled garden is already known (or knowable) through historical study. If it is I do not think that the burden of an archaeological condition would be merited. I would be grateful if you could draw this to the attention of the applicant and look forward to learning whether an archaeological approach is needed or not.

*Officer comment: No comments from the agents have been received at the time of writing this report, so a*

*condition has been recommended.*

Parks Development Officer	Prince Charles Crescent, Farnborough OR Rectory Road Recreation Ground, Farnborough – Playground refurbishment OR Ship Lane Cemetery, Farnborough – Infrastructure improvements (£79,970.40)
Designing Out Crime Officer	Provides design guidance to reduce the risk of crime and reduce the fear of crime on the site. Including use of 1.8m high fencing around gardens, lighting, escape routes.
LLFA (Lead Local Flood Authority)	No objection in principle, but requests additional information. (Officer comment: Given that the requested information relates to evidence and note fundamental elements of the drainage strategy, this can be addressed by condition).
Fire and Rescue	Have provided advice in light of fire safety. (Officer comment: This relates to legislation outside of the planning system and is for information only).

### **Neighbours notified**

In addition to posting a site notice and press advertisement, individual letters of notification were sent to 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 Woodland Crescent, Farnborough; 102, 104, 106, 108, 110, 112, 116, 118, 122, 124, 126, 127, 128, 131, 132, 134, 135, 136, 144, 120, 130, 133, 137 Ship Lane, Farnborough; 343, 347, 349, 351, 353, 345, 357 Farnborough Road; 1 Prospect Avenue, Farnborough; Mary Meadow Cottage, Farnborough Road; Farnborough Hill School, 312 Farnborough Road; Caretakers Flat, Farnborough Hill School.

### **Neighbour comments**

4 letters of support from 9 The gardens, Tongham, 14 Le Borowe, Church Crookham, 11 Chingford Ave, Farnborough Hill School. Comments as follows:

- I fully support this application. This will add social housing within an area that requires more
- Will add social housing within an area that requires more
- Replacement of dwellings that have been vacant for some time
- Maintains the attractive old garden wall
- Views over Farnborough Hill School are maintained
- Sedum roof on the 2 flats will help minimize the profiles and maximize environmental benefits
- Pond and attenuation will encourage biodiversity
- Good development
- Welcomes the re-use of the derelict brownfield site, sensitively designed.

92 Objections have been received from the following addresses; 13, 19, 23, 33, 50 Newton road, 19 Napoleon Avenue, 6, 7, 13, 52, 56, 58, 60, 62, 68, 76, 78, 80, 82, 84, 88, 92, 96, 101, 102, 104, 108, 118, 120, 122, 124, 126, 132, 133, 135, 137, 145, 146, 150, 151, 152 Ship Lane, 1, 3, 8, 9, 10, 11, 13, 14, 15 Woodland Crescent, 10, 25 Fleming Close, 4, 12, 23, 29,

31 Baird Road, 4, 23,27, 29 Faraday Road, 3, 10, 15, 49, 53, 87, 99, 109,133 Highgate Lane, 1, 6, 7, 8, 12, 13, 14, 15 The Chase, 165b Rectory Road, 64 Chingford Avenue, 2, 3 Home Farm, Ye Olde Farm, Highgate Lane , 2 Streamside, Fleet, 25 Chatsworth Road, 20 Newton Road, 12 Revelstoke Ave, Farnborough Cycle Forum, :

1 Ship Alley, 2 Woodstocks, 17 The chase, 19 Baird Road.

- Visual Harm - congested development already. 4 storey apartment blocks are not in keeping with other properties in the area and will be visible for some distance around. If the top level were removed this would reduce the build by only 4 apartments.
- Heritage assets – We need to protect Conservation Areas, and Heritage assets.
- Traffic congestion - Ship Lane has parking stress/ cars parked down the left hand side. This becomes even worse with the two schools.
- Highway safety – Ship Lane is a narrow road, with a blind hill Summit. Cars travel at speeds of over 50mph. Concern regarding increased traffic movement, as the area is already a fast rat run for traffic avoiding congestion. Traffic calming, pavement improvement, speed restrictions, making Ship Lane one way, and pedestrian crossing should be considered.
- Transport statement is inadequate as conducted in Oct 22 when through traffic was closed off. No Road safety Audit completed. Concerns with school traffic health and safety and congestion. Trips seem low. Transport statement does not take into account vehicles having to turn left onto the A325. Safety risk of students crossing on the A325. Would like Hampshire County Council to consider measures to mitigate traffic, including via S106. Don't want the road to be closed again.
- No bus service in Ship Lane or Highgate Lane. Walk to bus stops is too far for infirm people.
- Parking - 56 parking spaces for 114 residents (excluding visitors) is insufficient. There is already a parking problem in Ship Lane and this will add to it. Ship Lane is narrow where the access is proposed.
- Harm to residential amenity – Overlooking / loss of privacy.
- Noise – from construction traffic
- Pollution – additional cars increase air pollution
- Sewerage - I am unclear on how sewage will be extracted from the site. The existing sewer in Ship Lane appears to be at capacity and frequently overflows.
- Ecology – Harm to foxes and wildlife
- Archaeological DBS not comprehensive.
- Amenities [Doctors, dentist, Schools] Already at capacity with waitlists.
- Impact on views.
- Do not want this development.
- If they do this they must pay what we paid for the house and we can move.
- Don't need development as Council have a 5 year supply of housing land.
- Vital to prioritize the preservation of community and infrastructure over expansion
- No consideration of environmental impact, equality or access to housing.
- Farnborough has too many 1 and 2 bed units and flats.
- Light pollution from windows, noise pollution from cars.

#### Procedural concerns

- Posting of notice during summer holidays doesn't give people enough time to digest/ understand the proposals/ people absent. Site notice was placed on side of road with no path. *Officer comment: The LPA must aim to determine and consult on planning*

*applications when they are submitted and valid, within the statutory timescales. The LPA is required to erect a site notice as close to the application site as possible.*

- How can reports be ready before the consultation closing date? *Officer comment: Given timescales for agenda publication, items are frequently updated and recommendations framed to take on board issues raised and information received up to the point of determination.*

The below comments are not material to the determination of this planning application;

- Safeguarding issue as flats will overlook a school.
- Who is responsible for maintenance of the wall on N boundary of the site.
- Flats will look ugly when people put their washing out.
- Who will maintain wall going forward.
- Need a care home and not flats.

*Officer comment: Officers must determine the planning application before them, and not consider whether alternative schemes could be favourable. Private views are not material to the consideration of Planning Applications. Issues of sewerage are matters controlled outside the Planning System by the relevant utility company. Consent from such utility company will be required before connection. The wait list capacity of doctors, dentists schools etc. is not material to the consideration of this planning application. House price values are not material to the determination of a planning application. Whether a development is wanted or not is not material to the determination of planning applications. Whilst the Council has a 5 year supply of housing land, this does not provide a policy basis for not allowing additional residential development if it is compliance with the development plan.*

## **Policy and determining issues**

The site is located within the Farnborough Hill Conservation Area. The area to the South outside of the wall is designated Open Space, and the wall is curtilage listed as part of the Grade 1 Farnborough Hill School curtilage.

The relevant development plan policies are: IN2 (Transport), HE1 (Heritage), HE2 (Demolition of a Heritage Asset), 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 and Recreation), DE10 (Pollution), LN1 (Housing Mix), LN2 (Affordable Housing), NE1 (Thames Basin Heaths Special Protection Area), NE3 (Trees and Landscaping), NE4 (Biodiversity), NE8 (Sustainable Drainage Systems). The NPPF and The Council's Car and Cycle SPD are also material to the determination of this planning application.

The pertinent planning considerations for this proposal are; Principle of development, Affordable housing, Visual impact and impact upon Heritage Assets, Impact upon trees, Living conditions created, Impact upon adjoining amenities, Highways impacts, Drainage, Ecology and BNG, Open Space, THBSPA.

## **Commentary**

### **1. Principle of development,**

The area of land outside of the Curtilage Listed Wall is designated Public Open Space.

Policy DE6 – Open Space, Sport and Recreation states that development will not be permitted on areas of open space used for recreation or outdoor sport or of having visual amenity unless certain criteria are met. The proposal would erect development within this area of Open Space, however, in this instance it is not considered that this would adversely harm the function of the open space in this location.

The Open Space (OS) is not publicly accessible, and serves a visual function. In particular, this area of OS has its visual importance through the preservation of the open passageway between the gatehouse and the walled garden beyond. The proposed houses towards Ship Lane replace an existing dwelling, and as built form exists in this location, the provision of a row of houses here is not considered to add significant additional harm. The proposal introduces dwellings to the west of this area of open space in line with the dwellings of Woodland Crescent. The development would result in a loss of openness to this part of the OS, however, this is not considered to be harmful to its overall function. The dwellings would follow the line of built development from Woodland Crescent to the West, and would otherwise maintain the open character of the passageway between the gatehouse and walled garden beyond. Importantly, the proposals would result in the remainder of the Open Space to be publicly accessible, through the provision of a footpath, for public enjoyment. To retain its open character, PD rights for hardstanding and other development should be removed. For clarity, there is no through road access. As a result, it is considered that the proposal would not conflict with the objectives of Policy DE6 in this respect.

## **2. Affordable housing,**

Policy LN2 of the Local Plan requires, on sites of 11 or more dwellings, 30% to be affordable homes with a tenure mix of 70/30. The proposal would provide 9 affordable housing units to be secured by S106, with 7 units being affordable rent and 2 units being shared ownership. This would comply with Policy LN2 in that respect.

## **3. Visual impact and impact upon Heritage Assets,**

The site is within the Farnborough Hill Conservation Area and within the curtilage of the Grade 1 Listed Farnborough Hill School. The site includes the curtilage listed former kitchen garden wall of Farnborough Hill School.

S16(2) and 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 requires the decision maker to have special regard to the desirability of preserving a listed building and its setting.

Paragraph 199 of the NPPF requires that, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). Paragraph 200 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 202 of the NPPF states that where a development proposal will lead to less than

substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The site has been associated with the former and current estate since the 18th Century. Since the C18th there has been a walled garden associated with a mansion, the red brick walled garden replaced the earlier walled garden in 1872. There is a 'lych' gate to the south of the site, that was reconstructed in the early 20<sup>th</sup> century leading to the walled garden. The Curtilage Listed status of the wall is due to it being an element of the former estate which reveals the historic interest of the estate, including the opening in the wall and the route towards the main house.

Therefore, the maintenance of the openness of the wall and gatehouse passage in relation to the Grade I Listed Farnborough School is important to its setting.

The scheme has been significantly revised through pre-application to retain the open character of the wall and entranceway via the gatehouse. Built development is focused on either side of the walls.

This development to the south of the wall comprises two terraces of three dwellings. These are traditional in form and detailing, and would not detract from the character of the Heritage Assets or their significance. Their garden fences would overlap with the Curtilage Listed Wall, but with the removal of PD rights and the submission of details of boundary treatment, it is considered that the harm would be less than substantial.

The car parking spaces for these dwellings would be in front of the wall. No access road is present though the site to reduce the harm to openness. A pedestrian path is proposed through the site. Conditions are recommended to prevent the erection of development in front of or in the vicinity of the wall, including the removal of PD rights for outbuildings.

The garden wall has been altered a number of times. The southern section has been lowered, and an opening created to the north east. The former cart entrance has been blocked up. The wall is in poor condition, with significant deterioration to the southern wall. A condition report by Stone Rose notes defects such as invasive plants causing damage to walls, defective and missing lime mortar, damage from cement mortar, missing and broken tiles, and movement cracks. The report proposes to refurbish the Wall to a high standard, and stop further deterioration. The proposed landscaping scheme also includes the provision of new fruit trees along the wall to retain this character. This is considered a significant benefit of the proposals as it would enhance the Heritage Asset and setting.

The proposal would remove part of the original Curtilage Listed Wall to widen the entrance into the site, and rebuild a section of the wall. The area is relatively small and would not detract from the significance of the Curtilage Listed Wall as an enclosure. A method statement for the part removal and rebuilding of the Curtilage Listed Wall has also been produced. The resulting harm is considered to be less than substantial.

The proposed blocks of 3.5 storey flats would rise above the wall and be visible from within the Grounds of the Grade 1 Listed Farnborough Hill School and surrounding streets. The existing La Fosse building is 2 storeys (plus roof) in height. The agents have submitted a LVA (Landscape and Visual Impact Assessment) by CSA Environmental in support of the application.

The proposal would increase the density of built form within the site and be visible to the surrounding area – particularly the two blocks of flats. However, this is not considered to result in substantial harm to the heritage assets or harm to the area’s character. The presence of a building taller than the wall is an established part of the existing character of the site. The proposed flats use detailing including a horizontal emphasis and use of mansard roofs, and this is interwoven with modern detailing including balconies. This would not appear unduly out of place within the surrounding street scene context. The dwellings within the site are not as sensitively detailed as those to the south of the wall, however, they would not appear out of character within the Conservation Area.

Subject to conditions requiring material samples, the removal, rebuilding, repair and maintenance of the Curtilage listed wall, removal of PD rights, the proposal is considered to result in less than substantial harm to Heritage Assets, and not to result in harm to the character of the area.

This less than substantial harm is considered to out weighed by the benefits of the proposal, notably the provision of residential dwellings, affordable housing and the repair of the Curtilage Listed Wall.

The proposal is not considered to conflict with Policy HE1, HE2, HE3 and DE1 of the Local Plan, and the NPPF in this respect.

#### 4. Impact upon trees

The proposal would result in the loss of 9 trees and 4 groups comprising; .

Tree No.	Species	Category
T8	Magnolia	C1
T10	Wild Cherry	C1
T11	Wild Cherry	B1
T12	Purple Plum	C1
T14	Japanese Maple	C1
G15	Lawson Cypress	C2
T27	Lawson Cypress	U
G31	Apple	C1
T42	Ash	C1
T43	Sycamore	B2
T44	Leyland Cypress	C2
G45	Leyland Cypress	C2
G46	Holly	C2

Figure 1: trees proposed to be removed.

3 trees and 2 tree groups are lost through the provision of an entrance from Farnborough Road. Aside from T43, these trees have limited amenity value and their loss is not considered to result in harm to the landscape character of the area. T43 is a B Category Sycamore tree, and due to its size, the tree has landscape value as part of the boundary screening in this location. However, its loss would not be adverse to the area’s character, and mitigation can be provided with replacement planting.

G32 and G30 are hedges lining the entrance into the walled garden and these are to reduced

in size to accommodate the path between Farnborough Road and Ship Lane. This is not considered to be harmful to landscape character.

T11 is a category B Wild Cherry tree located within the walled garden. However, the tree is at the end of its mature phase, and positioned in a awkward position within the site, making it tricky to integrate. Whilst this tree makes a positive contribution to the area's character, its loss would not be adverse to result in harm to the area's character. Mitigation can be provided with replacement planting.

Other trees to be lost within the site interior, and have a limited contribution to wider landscape value, and their loss would not be harmful to the area's character.

Within the Site is a TPO tree T1 – Weeping Willow. The proposal would utilise much of the existing hardstanding area. The submitted Arbocultural Impact Assessment and method statement sets out a method of works to remove, repair, and replace the existing hardstanding. Subject to securing this by condition, the proposal would not result in additional harm in that respect.

Subject to conditions for tree protection during works and replanting, the proposal is not considered to result in adverse harm to the character of the area.



Figure 2: Plan showing trees proposed to be removed.

**5. Living conditions created,**

The proposal would result in the creation of 4x1 bed, 16x2 beds, 6 x 3 beds. The Council's Car and Cycle SPD sets out that 1 bed units should have an internal area of at least 50sqm, 2 bed units have an area of 61sqm (2b3pm) or 70sqm (2x4p), and 3 bed units (3b4p 84sqm, 5p 93sqm [for 2 stories], 6p 108sqm [for 3 stories]).

As demonstrated by Figure 3, the proposal would accord with these minimum standards, and be acceptable in this respect. Policy DE4 of the Local Plan requires flats to have a balcony of at least 5sqm, and 3 bed dwellings to have a garden area of 30sqm. All of the units would meet these standards.

Plot	bedroom	Height	Sqm	DE3	Internal	Amenity space	Comply?
------	---------	--------	-----	-----	----------	---------------	---------

no.	ms	t		Space Standard		
1	1(2P)	1	55.7	50sqm	Balcony	Yes
2	2(3p)	1	73.8	61sqm	Balcony	Yes
3	2(3p)	1	72.4	61sqm	Balcony	Yes
4	2(3p)	1	73	61sqm	Balcony	Yes
5	1(2P)	1	55.7	50sqm	Balcony	Yes
6	2(3p)	1	73.8	61sqm	Balcony	Yes
7	2(3p)	1	72.4	61sqm	Balcony	Yes
8	2(3p)	1	73	61sqm	Balcony	Yes
9	2(4p)	1	75.4	70sqm	Balcony	Yes
10	2(4p)	1	75.2	70sqm	Balcony	Yes
11	1(2p)	1	55.7	50sqm	Balcony	Yes
12	2(3p)	1	73.8	61sqm	Balcony	Yes
13	2(3p)	1	72.4	61sqm	Balcony	Yes
14	2(3p)	1	73	61sqm	Balcony	Yes
15	1(2p)	1	55.7	50sqm	Balcony	Yes
16	2(3p)	1	73.8	61sqm	Balcony	Yes
17	2(3p)	1	72.4	61sqm	Balcony	Yes
18	2(3p)	1	73	61sqm	Balcony	Yes
19	2(4p)	1	75.4	70sqm	Balcony	Yes
20	2(4p)	1	75.2	70sqm	Balcony	Yes
21	3 (6p)	2.5	125. 1	102sqm	Garden	Yes
22	3(6p)	2.5	125. 1	102sqm	Garden	Yes
23	3(6p)	2.5	125. 1	102sqm	Garden	Yes
24	3(6p)	2.5	125. 1	102sqm	Garden	Yes
25	3(5p)	2	93.2	93sqm	Garden	Yes
26	3(5p)	2	93.2	93sqm	Garden	Yes
27	3(5p)	2	93.2	93sqm	Garden	Yes
28	3(5p)	2	93.2	93sqm	Garden	Yes
29	3(5p)	2	93.2	93sqm	Garden	Yes
30	3(5p)	2	93.2	93sqm	Garden	Yes

Figure 3: Unit size standards and amenity space standards.

The blocks of flats would be a distance of 8.9m apart where there would be a balcony and secondary windows serving kitchen/ living dining areas. Given the height and distance between, harmful overlooking could occur. A condition has been recommended requiring a screen and details of obscure glazing to avoid harmful overlooking between these units. Between the proposed blocks and the three bedroom houses within the wall would be a separation distance of 18m. This is considered sufficient to avoid overlooking.

Subject to conditions, the proposal would not conflict with Policy DE1 in this respect.

## 6. Impact upon adjoining amenities,

The proposal would introduce new dwelling units backing on to Farnborough Road and fronting Ship Lane. In both instances the dwellings would be at least 20m away from the existing residential dwellings opposite, and as a result would not lead to an overbearing, loss of daylight or sunlight or overlooking impact.

Plots 21 – 24 would back onto the rear gardens of 12-15 Woodland Crescent,. Any views would be obscured by the existing listed wall that extends to around eaves level. The roofs have a rooflights, but dormers face into the site. As a result the proposal would not lead to an overbearing, loss of daylight or sunlight, or overlooking impact.

Flat block unit 1 – 10 would be 18m from 10 and 11 Woodland Crescent. At this distance, along with the wall, the proposal would not result in harmful overlooking, or loss of daylight and sunlight.

The proposal would not conflict with policy DE1 in this respect.



Figure 4: distance separation between units.

## 7. Highways impacts,

The agents undertook pre-application discussion with Hampshire County Council in respect of the proposal prior to its submission.

The proposal would create a new entry point from Farnborough Road for three dwellings, and a new entrance for 24 dwellings on Ship Lane. The provision of one of the entrances would require an alteration to double yellow lines on Ship Lane.

Policy IN2 of the local plan sets out that development will be permitted that; integrates with the existing movement network, provides safe, suitable and convenient access for all potential

users, and does not have a severe impact upon the operation of, safety of, or accessibility to the local or strategic road network.

Paragraph 111 of the NPPF presents a demanding test for transport impacts. Only if there would be an unacceptable impact on highway safety or when residual cumulative impacts are severe should proposals be refused on transport grounds.

Since the deferral of this item from the planning committee of the 13<sup>th</sup> September 2023 the applicants have submitted a revised Transport Statement that includes a revised traffic count on Ship Lane (Transport Statement – Updated dated 20<sup>th</sup> October 2023). The purpose of this traffic count is to record vehicle speeds to determine suitable visibility provision at the site means of accesses. It should also be noted that Hampshire County Council raised no objection to the originally submitted traffic counting data.

The revised traffic count was undertaken in October 2023. The report argues that it was difficult to find a window where roads were not closed during the survey period. The report argues that the roadworks resulted in the narrowing of the north end of ship lane, but not to the extent that it would restrict its use. The report argues that given the distance from the northern counter of 150m, and that further roadworks were planned, that the survey would continue.

Guidance in DMRB CA185 suggests calculation of design speed to be undertaken on the basis of 200 or more measurements in each direction collected during weekday off-peak hours of 10-12 and 2-4pm. More than 200 measurements in each direction have been collected during these hours. The results found that the recorded 85th percentile speeds were similar in 2023 to those recorded in 2022 (the previous survey). However, the higher of the speeds recorded at each counter have been used at the calculation of design speed for the visibility splays. Hampshire County Council's Highways Officer has no objection to the proposals. These visibility splays have been recommended as a condition.

The proposal would introduce a new pedestrian footpath between Farnborough Road and Ship Lane, increasing permeability of the site. As the site is not currently publicly accessible, this is considered to be an improvement.

The Council's Car and Cycle SPD requires 1 space for each 1 bedroom unit, and 2 spaces for each 2-3 bedroom unit. In terms of visitor bays each 1 bed must provide 1/3, and each 2 bed + must provide 1/5 visitor bay. The proposal would provide (4x1 bed, 16x 2 beds, 6 x 3 beds) requiring 48 allocated bays and 6 visitor bays.

Each of the dwellings would have 2 parking spaces and an electric vehicle charging point. Each 2 bed flat would have 2 parking spaces and each 1 bed flat would have 1 parking space. Every unit has an electric charging point.

6 visitor bays are currently located to the front of dwellings 25 – 27 and 28 – 30, and two are located within the semi-basement of the flat blocks, resulting in 8 visitor bays. However, this means that only 2 visitor bays are located in a convenient place for 20 of the units. 6 of the visitor bays are outside the garden wall and not directly accessible to the remainder of the residential units by road.

The provision of 16x 2 bed and 4 x1 bed mix require 4.5 visitor bays, or 5 when rounded up (as per principle 9 of the Car and Cycle SPD). These should be provided within the Curtilage Listed walls to avoid parking stress. A revised parking layout plan is required to provide 3 additional visitor bays of these bays within the walls of curtilage listed walls, and this can be

secured by condition.

Cycle stores are provided within the flat blocks and within the gardens of the dwellings. Subject to suitable conditions it is considered the proposal would not conflict with the Car and Cycle SPD or Policy IN2 in respect of parking standards.

## **8. Drainage**

Policy NE8 of the Local Plan requires the implementation of integrated and maintainable SUDs. For Green field 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 years must not exceed the greenfield run off rate for the same event. For brownfield sites, the peak run-off rate/ volume from the development shall be as close as reasonably practicable to the greenfield run-off event.

The agents have submitted a Flood Risk Assessment and Drainage Strategy for the site. The Lead Local Flood Authority has been consulted on this application but at the time of writing no response has been received. The site is located within Flood Zone 1 and therefore the flood risk is considered to be low. the proposal seeks to utilise SUDs to manage surface water run-off. Infiltration testing was carried out on site that found low infiltration rates. As a result it is proposed discharge surface water into the existing sewer network. To provide betterment on pre-existing conditions, the proposal seeks to use attenuation basins with an underground tank to provide storage capacity. The SUDS drain system has been designed to accommodate runoff from all storm events up to and including a 1 in 100 year + 40% climate change storm event and discharge at a maximum rate of 10.4l/s to the existing network serving the site, final levels and route to be confirmed by CCTV survey. The predevelopment peak runoff rates for the site have been calculated as 20.9l/s and the maximum discharge from the proposed development has been set at 10.4l/s, offering 50% betterment when compared against the existing unrestricking discharge. Therefore, the proposed development will provide benefits in terms of flood alleviation to the sewer network downstream of the site.

The proposal would accord with the requirements of Policy NE8 in this respect.

## **9. Open Space,**

The adopted 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. The proposal would secure, via a S106 Agreement, £78,027.68 for playground refurbishment at Prince Charles Crescent, Farnborough or Rectory Road Recreation Ground, Farnborough, or for Infrastructure improvements at Ship Lane Cemetery, Farnborough.

Subject to securing such contributions through S106, that the proposal would not conflict with Policy DE6 in that regard.

## **10. Ecology ,**

### **A) Protected species**

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 function”.

The development proposes demolition of all built structures (excepting the wall) within the development footprint. These buildings features loft voids, roof tiles and soffits, all features which are known to be favoured by bats for roosting. The development site is well connected with suitable bat foraging and commuting habitat within the local landscape and so a population of bats is expected to be present locally. There is therefore a reasonable likelihood that bats will be actively roosting at the development site.

The applicant has submitted a bat emergence survey by Wychwood Environmental Ltd. It had identified a night roost in the La Fosse building. Therefore a licence would be required from Natural England for the demolition of this building, along with any necessary mitigations. The report advises an alternative roosting opportunity be provided within a roof void, along with bat boxes outside given the presence of bats around the site. The report also requires a sensitive lighting scheme, given the presence of bats within the site. A condition requiring a Sensitive Lighting Management Plan has been recommended to achieve this.

The LPA must consider the likelihood of Natural England of granting a licence before granting planning permission. This comprises three tests; That the development is in the public interest; that there is no satisfactory alternative that will cause less harm to the species; that the development does not harm the long term conservation status of the species.

There is no satisfactory alternative that would cause less harm to the species, as a viable proposal for retaining the existing buildings has not been forthcoming, and the development, by providing additional residential units is in the public interest. The methodology proposed would not result in harm to the long term conservation status of the species.

As a result, it is considered reasonably likely that Natural England would grant a licence.

#### B) other protected species

An updated ecological survey was conducted on the site in January 2023. Previous ecological surveys include a Preliminary Ecological Survey in 2016, an update in April 2021. This updated survey recommends pre-construction / site clearance surveys to checks by a suitably qualified ecologist, along with timings for development to avoid disturbance to nesting birds and reptiles. These requirements have been secure by condition.

Subject to conditions, the proposal would not conflict with policy NE4 of the Local Plan.

#### C) Biodiversity net gain

Paragraph 174 of the National Planning Policy Framework (NPPF) (amended July 2021) makes it clear that “Planning policies and decisions should contribute to and enhance the natural and local environment by; minimising impacts on and providing net gains for

biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures”.

Paragraph 179 requires the promotion of “the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity”.

The Environment Act 2021 introduces a statutory footing for securing measurable net gains for biodiversity, requiring a 10% minimum uplift post-development. It is expected that this will become a statutory requirement from November 2023. Rushmoor Borough Council have an expectation that all major planning applications, including those with 10 or more dwellings or over 1000sqm of commercial floorspace, should seek to attain a minimum 10% net gain in biodiversity value as a result of development, ahead of statutory obligation.

The Biodiversity Net Gain Report and supporting DEFRA Biodiversity Metric Calculation tool indicates that the development will result in an above 10% net gain in biodiversity units as a result of development. The use of the Calculation Tool indicates good practice and an above 10% net gain would meet Rushmoor Borough Council expectations.

This can be secured by condition.

#### D) THBSPA

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 Aldershot urban area. 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 2021. 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:- 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 secure the appropriate SANG and/or SAMM in perpetuity by making the requisite financial contribution(s) by entering into a satisfactory s106 Planning Obligation that requires the payment of the contribution(s) upon the first implementation of the proposed development.

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

In this case the applicants have provided written evidence that they have been provided with an allocation of SANGS capacity from the Southwood Country Park SANGS scheme sufficient for the 30 new dwelling units proposed, which would cost the applicants £231,009.66. Furthermore, the applicants are also seeking to secure a financial contribution of £23,282.44 towards SAMM. Both would be secured by way of a s106 planning obligation to be submitted to the Council requiring payment of these SPA financial contributions upon the implementation of the proposed development.

Conclusions of Appropriate Assessment : On this basis, the Council are satisfied that, subject to the receipt of a satisfactory completed s106 Planning Obligation, the applicants will have satisfactorily mitigated for the impact of their proposed development on the Thames Basin Heaths SPA in perpetuity in compliance with the requirements of 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.

## **Conclusions -**

The proposals are considered acceptable in principle; would have no material and harmful impact upon the overall visual character and appearance of the area or upon Heritage Assets; would have no material and adverse impact on neighbours; would provide an acceptable living environment; and would not result in harm to protected species, and subject to formal confirmation that Hampshire Highways do not object to the proposals; and, subject to financial contributions being secured in respect of Special Protection Area mitigation & avoidance and Public Open Space with a s106 Planning Obligation, the proposals 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 IN2 (Transport), HE1 (Heritage), HE2 (Demolition of a Heritage Asset), 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 and Recreation), DE10 (Pollution), LN1 (Housing Mix), LN2 (Affordable Housing), NE1 (Thames Basin Heaths Special Protection Area), NE3 (Trees and Landscaping), NE4 (Biodiversity), NE8 (Sustainable Drainage Systems). The NPPF and The Council's Car and Cycle SPD are also material to the determination of this planning application

## Full Recommendation

It is recommended that:

- A) On confirmation of no objection from Hampshire County Council's Highways Officers:
- B) Completion of a Satisfactory S.106 Planning Obligation by 14<sup>th</sup> November 2023 to secure:
  - a. SANG (£231,009.66) and SAMM (£23,282.44) SPA financial contributions;
  - b. Public Open Space (£78,027.68) contribution
  - c. 9 on site affordable housing units
- C) The Executive Head of Property and Growth, in consultation with the Chairman of the development Management Committee be authorised to **GRANT** Planning Permission.
- D) The Executive Head of Property and Growth in consultation with the Chairman of Development Management Committee, be authorised to add, delete or vary conditions as necessary to secure identified obligations prior to the issue of planning permission.
- E) If by 14<sup>th</sup> October 2023 (or such other timescale to be agreed) 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:
  - a. 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;
  - b. The proposal does not make appropriate provision for Public Open Space in accordance with the requirements of adopted Rushmoor Local Plan Policy DE6;

-and 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.

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

- Proposed site plan – 21 – J3634-01 Rev B
- Location Plan – 21 – J3634-LP01
- Plots 11-20 proposed elevations – 21-J3634-15 Rev C
- Plots 11-20 proposed floor plans - 21-J3634-14 Rev C
- Plots 1- 10 proposed elevations - 21-J3634-13 Rev C
- Plots 1 – 10 Proposed Floor Plans - 21-J3634-12 Rev C
- Parking Plan - 21-J3634-P01 Rev A
- Plots 21 – 24 – Proposed Plans and Elevations – 21-J3634- 16 Rev A
- Plots 25 – 27 and 28 – 30 – 21 – J3634 – 17 – Rev A
- Site Sections – 21-J3634-18 Rev B
- Demolition plan – 21-J3634-19 Rev A
- Wall removal and replacement plan - 21-J3634-20 rev A
- Flood Risk assessment and Drainage Strategy – Wardell Armstrong – August 2023
- Biodiversity Net Gain Metric
- Landscape and Ecologist Management Plan – FPCR Environment and DDesign LTD Rev B
- Arbtech Bat Emergence and re-entry survey – David Holmes – 2021
- Biodiversity net gain – FPCR August 2023
- Updated ecological survey letter by Wychwood Environmental Environmental dated January 2023.
- Bat Emergence Survey - Wychwood Environmental July 2023
- Sustainability and Energy Statement – BlueSky Unlimited
- Design and access statement August 2023
- Condition report to listed wall garden Rev A – Stone Rose Historic Building Restoration and Conservation.
- Method Statement – dismantle and rebuild to section of walls for new proposed access route to site – Stone Bridge Historic Building Restoration and Conservation.
- Heritage Impact Assessment – HCUK Group
- Landscape and Visual Assessment – CSA Environmental. August 2023.
- Landscaping strategy -
- Planning Statement – August 2023
- Transport Statement - I-Transport – with appendices 20<sup>th</sup> October 2023
- Arboricultural Impact Assessment – TGA arboricultural Consultants. 21/06/2023
- Tree protection plan TGA.2506.TPP.002A
- Tree Survey – tga arboricultural consultants – 25/11/2022
- Tree Survey Plan – TGA.2506.TSP.001
- Accommodation schedule

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

### **Privacy screens**

3. Prior to the first occupation of any flats hereby approved, there shall be provision of obscure glazing and privacy screens, between the western elevation of flat block 11-20 and flat block 1-10, including upon the balcony, that has been submitted to and

approved in writing by the Local Planning Authority. The screening/ obscure glazing shall remain for the lifetime of development hereby approved.

Reason: In the interest of the living conditions of the occupiers.

### **Samples of materials**

4. 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

Reason - To ensure satisfactory external appearance

### **Archaeological method statement**

5. No demolition or excavation shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing for the area of land within the walled garden. For the land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.:

1. The WSI shall include a review of documentary evidence regarding the walled garden and its use to determine the extent of available information on its development and use to determine if any archaeological fieldwork is necessary.
2. Details of a phased programme of archaeological works, including initial on-site evaluative fieldwork, if needed, to determine the extent of archaeological remains within the walled garden.
3. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: In the interest of heritage assets.

### **Repairs to the Curtilage Listed Wall**

6. Prior to the first occupation of any of the residential units, the repairs to the Curtilage Listed Walls shall be carried out in accordance with the methods and scope as set out within the approved - Condition report to listed wall garden Rev A – Stone Rose Historic Building Restoration and Conservation.

Reason: In the interest of preserving and enhancing Heritage Assets.

### **Demolition and rebuilding of the Curtilage Listed Wall**

7. The demolition and replacement of the section of the Curtilage Listed Wall must be carried out in accordance with plan approved plan 21-J3634-20 rev A and method

statement and the methods within the approved document Method Statement – dismantle and rebuild to section of walls for new proposed access route to site – Stone Bridge Historic Building Restoration and Conservation.

Reason: In the interest of preserving and enhancing Heritage Assets

### **Visitor bays**

8. Prior to the occupation of the development hereby approved, 5 visitor parking bays shall be laid out and made available within the walled garden area of this development in locations to be first submitted to and approved in writing by the Local Planning Authority. The visitor bays shall remain available for such purpose for the lifetime of the development.

Reason: In the interest of highway safety.

### **Parking**

9. The development hereby approved shall not be occupied until the off-street parking facilities shown on the approved plan have been completed and made ready for use by the occupiers. The parking facilities shall be thereafter retained solely for parking purposes (o be used by the occupiers of the development). \*

Reason - To preserve the amenities of the neighbourhood and ensure the provision of adequate residential parking facilities.

### **Replacement bat roost**

11. Prior to the first occupation of development, the replacement roosting opportunity and two woodcrete bat boxes shall be provided within the site as set out within the approved Bat Emergence Survey - Wychwood Environmental July 2023. These mitigations shall be retained for the lifetime of the development hereby approved.

Reason: In the interest of mitigating harm to protected species

### **Ecological mitigation**

12. The site clearance and preparation shall be carried out in accordance with the ecological mitigation, surveys and timing as set out within the approved 'letter of validation' by Wychwood Environmental dated January 2023.

Reason: In the interest of mitigating harm to protected species

### **Hard Landscaping**

13. Prior to the occupation of the development hereby approved, details of the hard surfacing materials within the development shall be submitted to and approved in writing by the LPA. The hard landscaping scheme approved shall be provided prior to the occupation of development hereby approved.

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

### **Boundary treatment**

14. Excluding the Curtilage Listed Wall, prior to the first occupation of the dwellings hereby approved, the boundary treatment for the houses and at the end of Woodland Crescent shall be first submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be erected prior to the first occupation of the development in accordance with the details so approved, and thereafter retained.

Reason: In the interest of visual amenity, highway safety, and the setting of Heritage Assets.

### **Sustainability : Water Efficiency**

15. All residential units hereby permitted shall be designed to meet the water efficiency standard of 110 litres/person/day. This shall on completion be confirmed by the submission to the Local Planning Authority of a post-construction BREEAM certificate.

Reason – To manage water consumption efficiently consistent with the requirements of Policy DE4 of the adopted Rushmoor Local Plan (2014-2032) and the advice in NPPF Paragraph 154

### **Permitted Development Rights Removed**

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England), Order 2015 (or any Order revoking and re-enacting that Order), no development falling within Classes A, B, C, D , E and F of Part 1; or Class A of Part 2 of the GPDO; 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.

### **Tree protection**

17. The existing trees and hedges on and adjoining the application site which are to be retained shall be adequately protected from damage during site clearance and works in accordance in accordance with the recommendations set out within the following reports; Arboricultural Impact Assessment – TGA arboricultural Consultants. 21/06/2023; and Tree protection plan TGA.2506.TPP.002A

Reason - To preserve the amenity value of the retained tree(s)and shrubs.\*

### **Unforeseen Ground Contamination**

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

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

Reason – To ensure that the site is safe for the development permitted and in the interests of amenity and pollution prevention; and also at the request of the Environment Agency.

### **No Overhead Servicing**

19. 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.

### **Demolition/ Construction Hours**

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

Reason - To protect the amenities of neighbouring properties in the vicinity.

### **CEMP**

21. Prior to the commencement of the development, there shall be submitted to and approved in writing by the Local Planning Authority A Construction Environmental & Traffic Management Plan. The Construction Environmental & Traffic Management Plan shall state :-
- a. responsibility(ies) for the implementation and operation of the CETMP;
  - b. the parking of vehicles of site operatives and visitors;
  - c. the routeing of HGV deliveries to the site;
  - d. loading and unloading of plant and materials;
  - e. storage of plant and materials used in constructing the development;
  - f. details and location(s) of temporary site accommodation;
  - g. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
  - h. wheel washing facilities;
  - i. measures to control the emission of dust, dirt and other emissions during construction;

- j. a scheme for recycling/disposing of waste resulting from demolition and construction works;
- k. measures to minimise noise and vibrations during construction and demolition;
- l. measures to ensure/maintain vehicular and pedestrian access to any adjoining and nearby properties at all times during the demolition and construction period; and
- m. communication with the neighbours/local community to deal with any issues that arise as a result of the construction period.

The Construction Environmental & Traffic Management Plan shall be adhered to as so approved by the Local Planning Authority for the duration of the construction works.

Reason - To ensure that the proposal does not result in harm to highway network.

### **Biodiversity and planting**

22. All planting, seeding or turfing comprised in the approved details (Landscape & Ecological Management Plan' by fpcr dated August 2023, Biodiversity Net Gain report August 2023 by fpcr, 'Biodiversity Metric 3.1 Calculation Tool '); of landscaping and associated biodiversity enhancements shall be carried out in the first planting and seeding season following the occupation of the buildings or the practical completion of the development, whichever is the sooner and shall be so retained.

Reason -To ensure the development makes an adequate contribution to visual amenity and does not result in the net loss of Biodiversity.

23. No development shall take place until a Landscape and Ecological Management Plan (LEMP), including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas has been submitted to, and approved in writing by, the Local Planning Authority. The LEMP shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority for the lifetime of the development. The scheme shall include the following elements:
- Details of maintenance regimes;
  - Details of management responsibilities.

Reason - To ensure the protection of wildlife and supporting habitats and to secure opportunities for enhancing the site's nature conservation value in line with national planning policy and local policies. \*

### **Lighting**

24. Prior to the occupation of the development, details of the external lighting including the design, position, orientation and any screening of the lighting shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed and operated in accordance with the approved scheme at all times thereafter.

Reason: In order to safeguard residential amenity and minimise the impact to ecology and biodiversity.

### **Surface Water Drainage**

25. Prior to the occupation of the development hereby approved, additional information

regarding the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. Such additional information shall include;

- Calculations showing no flooding occurs for the 1 in 30 year storm event plus a peak rainfall allowance.
- Flooded extents for the 1 in 100 year storm event plus a peak rainfall allowance are to be shown on a plan.

The drainage strategy so approved shall be installed prior to the first occupation of the development, and maintained for its lifetime.

Reason: To ensure no adverse flooding impacts resulting from the development..

### **Surface Water Drainage management plan**

26. Prior to the occupation of the development hereby approved, a management plan for the upkeep of the drainage system hereby approved including the attenuation pond shall be submitted to and approved in writing by the Local Planning Authority. Such so approved maintenance shall be carried out for the lifetime of the development. Reason: To ensure no adverse flooding impacts resulting from the development..

### **Boundary Treatment**

27. Prior to the first occupation of the development within the Curtilage Listed Wall, the means of access from Ship Lane as set out within drawings numbered ITB18308-GA-002 Rev. H, 004 Rev. E and 007 Rev.C provided in the Transport Statement must be completed, and so retained.

Reason: In the interest of highway safety and the setting of Historic Assets.

### **Means of access**

28. Prior to the first occupation of the development outside the Curtilage Listed Wall and towards Farnborough Road, the means of access from Farnborough Road as set out within drawings numbered ITB18308-GA-002 Rev. I, 004 Rev. E and 007 Rev D provided in the Transport Statement must have first been completed and so retained.

Reason: In the interest of highway safety and the setting of Historic Assets.

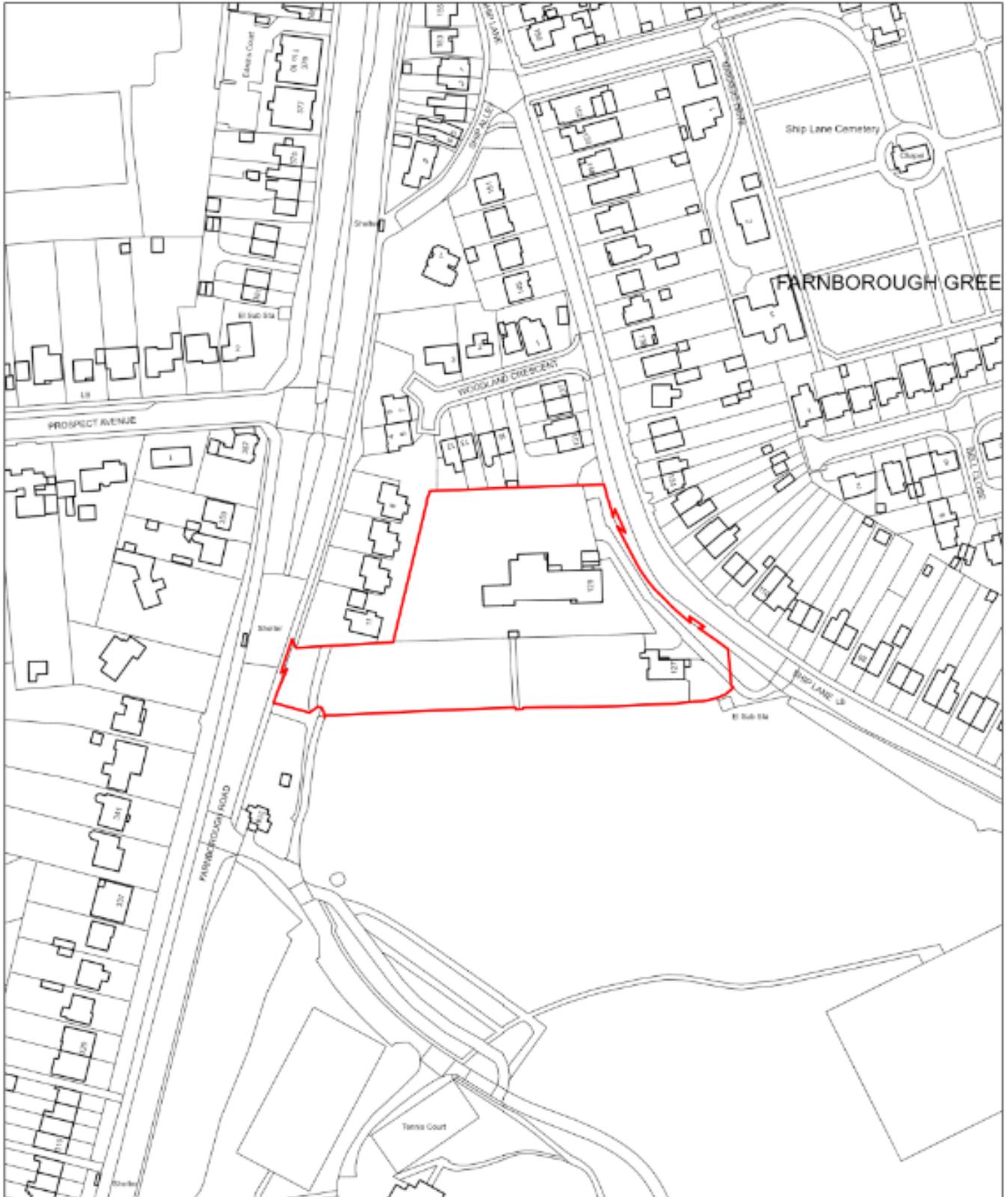
29. Prior to the first occupation of the development inside the Curtilage Listed Wall and towards Ship Lane, the means of access from Ship Lane as set out within drawings numbered ITB18308-GA-002 Rev. I, 004 Rev. E and 007 Rev D provided in the Transport Statement must have first been completed and so retained.

Reason: In the interest of highway safety and the setting of Historic Assets

### **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 A licence from Natural England is required as the works will involve the loss of a bat roost.

# ArcGIS Web Map

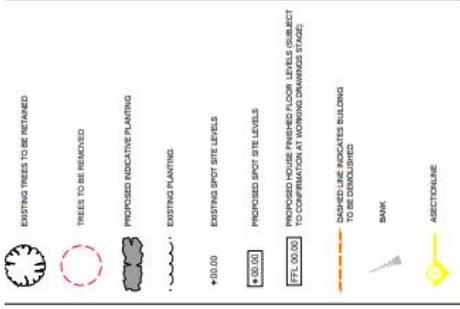


8/24/2023, 9:08:35 AM

 Planning Application

1:1,327

0.00 mi



Rev.	B	Date	24.07.23	Client	CONSULTANTS COMMENTS INCORP.
	A		05.08.23		ROOF AMENDED FOLLOWING PLANNER COMMENTS

**PLANNING APPLICATION**



**ASCOT DESIGN**  
Timeless architecture

Ascot Design Ltd, Beechtree House 39-51 High Street, Ascot, Berkshire, SL5 7JH  
Tel: 01344 277625 | info@ascotdesign.com  
www.ascotdesign.com

Client: **WOOLDRIDGE DEVELOPMENTS LTD. & SYNERGY HOUSING**

Project Title: **SHIP LANE, FARNBOROUGH, GU14 8BH**

Drawings Title: **PROPOSED SITE PLAN**

Scale:	1-500@A2	Date:	AUG23	Client:	CWH
--------	----------	-------	-------	---------	-----

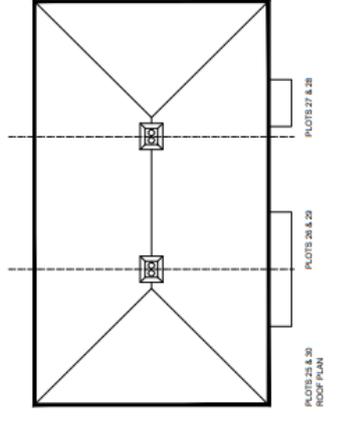
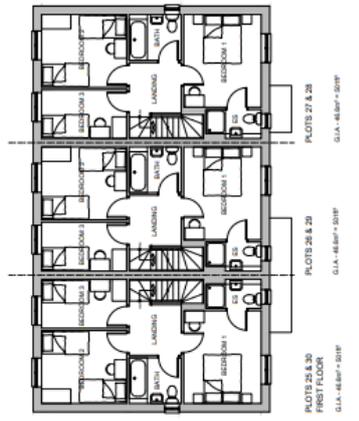
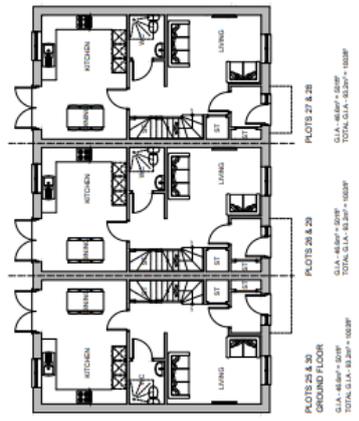
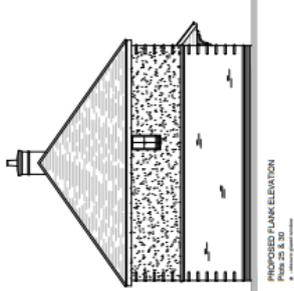
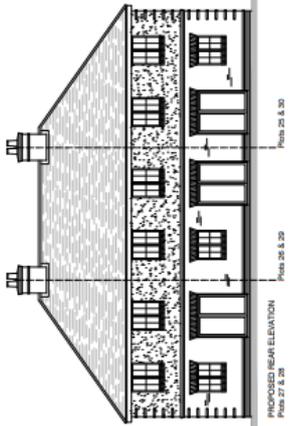
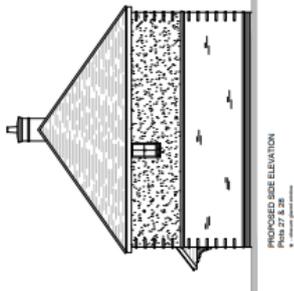
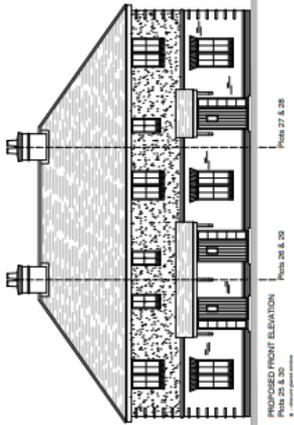
Drawing No.:	21 - J3634 - 01	Rev.:	B
--------------	-----------------	-------	---

The copyright in this document and design is confidential to and the property of Ascot Design Limited.

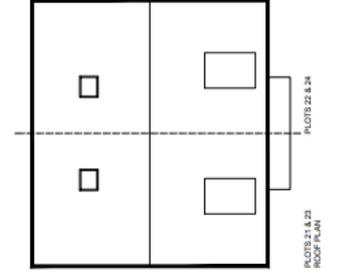
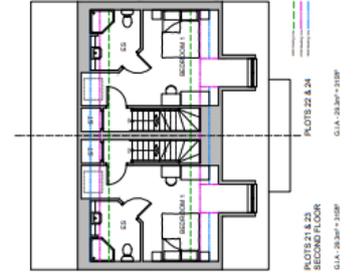
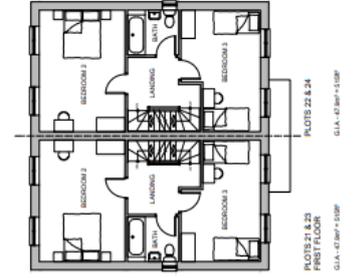
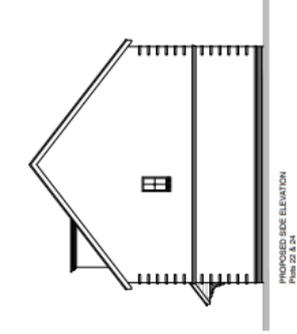
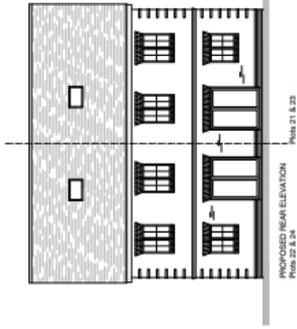
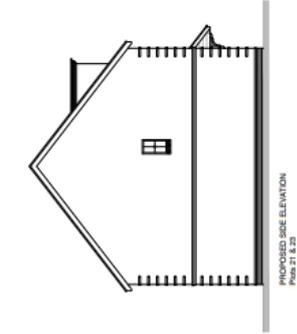




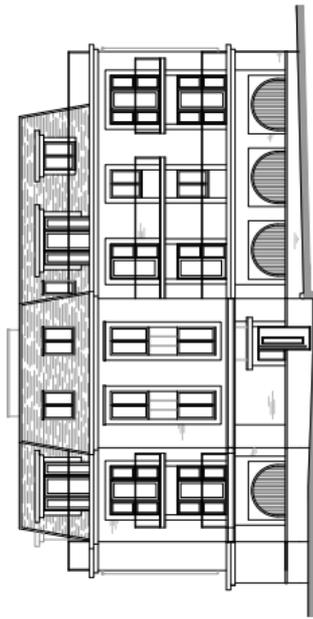
Rev: A	Date: 24.07.23	Project: CONSULTANT COMMENTS INCORP.
<b>PLANNING APPLICATION</b>		
		
ASCOT DESIGN Timeless architecture <small>Ascot Design Ltd, Backhive House 39-51 High Street, Ascot, Berkshire, SL5 7HP Tel: 01344 299387 Fax: 01344 299387 Email: info@ascotdesign.com www.ascotdesign.co.uk</small>		
Client: WOOLDRIDGE DEVELOPMENTS LTD. & SYNERGY HOUSING		
Project Site: SHIP LANE, FARNBOROUGH, GU14 8BH		
Drawings Title: PROPOSED PARKING PLAN		
Scale: 1-500@A2	Date: JUL '23	Drawn: CT
Drawings No: 21 - J3634 - P01	Rev: A	
<small>The copyright in this document and design is confidential to and the property of Ascot Design Limited</small>		



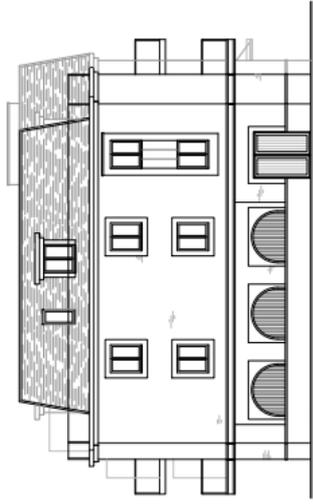
<p>PLANNING APPLICATION</p> <p>WOOLDRIDGE DEVELOPMENTS LTD. &amp; SYNERGY HOUSING</p> <p>SHIP LANE, FARNBOROUGH, GU14 8BH</p>	<p><b>ASCOT DESIGN</b> Timeless Architecture</p> <p>Ascot Design Ltd, Ascot House, 2511 High Street, Ascot, Berkshire, RG22 3BP Tel: 01344 892222   Email: info@ascotdesign.com   www.ascotdesign.com</p>
---	---



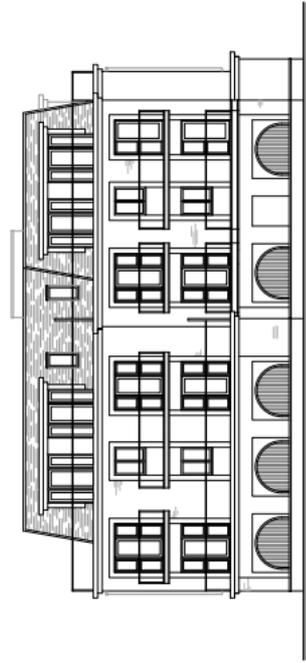
<p>PLANNING APPLICATION</p> <p>ASCOT DESIGN Timeless architecture</p> <p>Woolridge Developments Ltd. &amp; Synergy Housing</p> <p>SHIP LANE, FARNBOROUGH, GU14 6BH</p>	<p>CONSELLERS COMMENTS RECORD</p> <p>PLANNING APPLICATION</p> <p>ASCOT DESIGN Timeless architecture</p> <p>Woolridge Developments Ltd. &amp; Synergy Housing</p> <p>SHIP LANE, FARNBOROUGH, GU14 6BH</p>
--	--



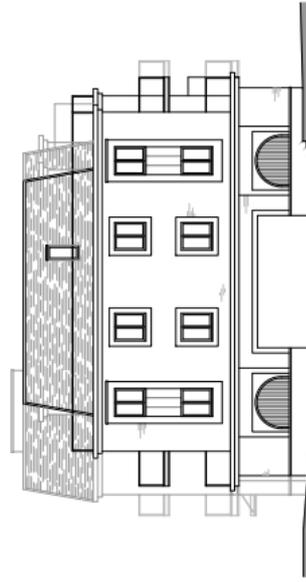
PLOTS 1 & 2B  
FRONT (NORTH) ELEVATION



PLOTS 1 & 2B  
FLANK (WEST) ELEVATION

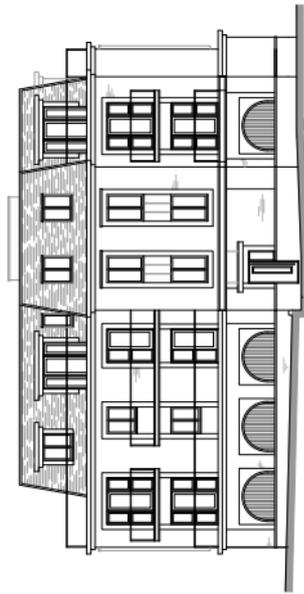


PLOTS 1 & 2B  
REAR (SOUTH) ELEVATION

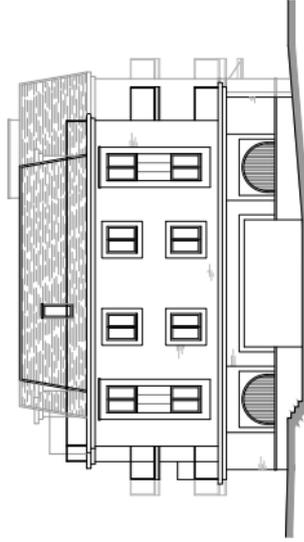


PLOTS 1 & 2B  
SIDE (EAST) ELEVATION

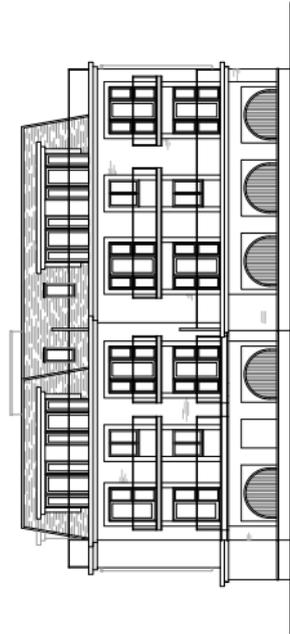
<table border="1"> <tr> <td>C</td> <td>14.06.20</td> <td>14.06.20</td> <td>14.06.20</td> </tr> <tr> <td>B</td> <td>14.07.20</td> <td>14.07.20</td> <td>14.07.20</td> </tr> <tr> <td>A</td> <td>14.08.20</td> <td>14.08.20</td> <td>14.08.20</td> </tr> </table>	C	14.06.20	14.06.20	14.06.20	B	14.07.20	14.07.20	14.07.20	A	14.08.20	14.08.20	14.08.20	<p>CONSULTANT COMMENTS REQUIRED CONSULTANT COMMENTS REQUIRED NOTICE AMENDMENT FOLLOWING</p>	<p><b>PLANNING APPLICATION</b></p>	<p><b>ASCOT DESIGN</b> <i>Timeless Architecture</i> Ascot Design Ltd, Redwood House, 2015 High Street, Farnborough, GU14 6JF Tel: 01253 202222 Fax: 01253 202222 www.ascotdesign.co.uk</p>	<p><b>WOOLDRIDGE DEVELOPMENTS LTD. &amp; SYNERGY HOUSING</b></p>	<p><b>SHIP LANE, FARNBOROUGH, GU14 6BH</b></p>
C	14.06.20	14.06.20	14.06.20														
B	14.07.20	14.07.20	14.07.20														
A	14.08.20	14.08.20	14.08.20														



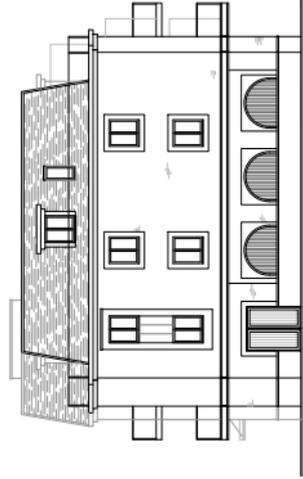
PLOTS 1-10  
FRONT (NORTH) ELEVATION



PLOTS 1-10  
SIDE (WEST) ELEVATION



PLOTS 1-10  
REAR (SOUTH) ELEVATION



PLOTS 1-10  
PLAN (EAST) ELEVATION

<p>DATE: 16.08.23 BY: [Signature] NO: 0019</p>	<p>CONSULTANT COMMENTS RECORD CONSULTANT COMMENTS RECORD CONSULTANT COMMENTS RECORD</p>	<p>DATE: 16.08.23 BY: [Signature] NO: 0019</p>	<p><b>PLANNING APPLICATION</b></p>
<p><b>ASCOT DESIGN</b> <i>Timeless architecture</i></p> <p>Ascot Design Architects Limited, 201-21 High Street, Reading, RG1 2AR Tel: 0118 292222   Email: info@ascotdesign.com   www.ascotdesign.com</p>			
<p><b>WOOLDRIDGE DEVELOPMENTS LTD. &amp; SYNERGY HOUSING</b></p>			
<p><b>SHIP LANE, FARNBOROUGH, GU14 8BH</b></p>			