

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

Case Officer	Maggie Perry
Application No.	24/00236/REMPP
Date Valid	18th April 2024
Expiry date of consultations	1 st October 2024
Proposal	Approval of Reserved Matters for the construction of 260 residential dwellings together with associated landscape, access and parking in Development Zone H (Stanhope Lines West) and Part of Development Zone I (School End) pursuant to Condition 4 (1 to 21), attached to Hybrid Outline Planning Permission 12/00958/OUT dated 10th March 2014
Address	Land At Zone H Stanhope Lines West And Zone I School End, Aldershot Urban Extension, Alisons Road, Aldershot, Hampshire
Ward	Wellington
Applicant	Bellway Homes And Grainger (Aldershot) Limited
Agent	Mr Peter Warren
Recommendation	GRANT Reserved Matters Approval

1.0 DESCRIPTION

Background & Site:

- 1.1 On the 10th March 2014 hybrid outline planning permission (ref: 12/00958/OUT) was granted for the redevelopment of land at the Ministry of Defence's former Aldershot Garrison for up to 3,850 no. dwellings together with associated infrastructure, including a neighbourhood centre, employment provision, schools and a suite of Suitable Alternative Natural Greenspace (SANG). The Aldershot Urban Extension is known as Wellesley.
- 1.2 The Wellesley Master Plan, approved as part of hybrid outline planning permission ref: 12/00958/OUT, is divided into a series of manageable areas called Development Zones. Condition 4 of the outline planning permission sets out the reserved matters that require approval prior to the commencement of each development zone.

- 1.3 The current Reserved Matters Application site (9.77 hectares) is roughly L-shaped and is located on the west side of Wellesley. It is bounded by Queens Avenue to the east, Alisons Road and The Cambridge Primary School to the north and Farnborough Road to the West. West Hope Grants Road and the adjoining residential development of Corunna Development Zone B, forms the southern boundary of the site and this development zone is now occupied.
- 1.4 The current Reserved Matters Area comprises Development Zone H (Stanhope Lines West) and part of Development Zone I (School End). The Cambridge Primary School, which was opened in 2018, occupies the remainder of School End Development Zone I.
- 1.5 The eastern boundary of the site faces the corresponding development zone at Stanhope Line East, which contains the eastern section of the linear park. Stanhope Line East has now been largely completed by housebuilders Taylor Wimpey and Grainger plc have recently installed a destination play area within Parade Park, in accordance with the obligations of the Wellesley s106 legal agreement.
- 1.6 Development Zone H (Stanhope Lines West) and the highway of Queens Avenue falls within the Aldershot Military Conservation Area (CA). This CA is subject to an Article 4 Direction which restricts certain Permitted Development Rights. The Grade II Listed Alexander Observatory is located just outside of the site, fronting Queens Avenue, at the junction with Steele's Road. The Grade II Listed 4th Division Buildings and 8th Division WW1 Memorial are located on the eastern side of Queens Avenue on the opposite side of the junction with Steele's Road.

The Proposal

- 1.7 This Reserved Matters Application (RMA) is submitted part pursuant to Condition 4 (1 to 21), attached to hybrid outline planning permission 12/00958/OUT dated 10th March 2014.
- 1.8 The application is for the construction of 260 residential dwellings, together with associated landscaping, public open space, access and parking. The development would range from 2- to 3-storeys in height (with single-storey garages) and would comprise a mix of houses and flats. 86 of the dwellings would provide affordable housing. Vehicular and pedestrian access would be from Alisons Road to the north, to the east from Steele's Road (Via Queens Avenue) and from West Hope Grants Road to the south.
- 1.9 During the course of the planning application various amendments have been made to the development proposals in response to consultee comments and the relevant planning policies and guidance. These amendments are discussed in corresponding sections of the report.

Reserved Matters

- 1.10 Condition 4 of the hybrid outline planning permission sets out the 'reserved matters' that require approval prior to the commencement of each Development Zone, as follows:
 - 1) Scale and external appearance;

- 2) Landscaping (hard and soft);
- 3) Ecology;
- 4) Remediation;
- 5) Air quality (if required);
- 6) Heritage Trail Details;
- 7) Infrastructure and Drainage ;
- 8) Trees;
- 9) Levels;
- 10) Construction Environmental Management Plan;
- 11) Construction Traffic Management Plan;
- 12) Statement of Compliance with Design Code 3;
- 13) The layout of the development, including the positions and widths of roads and footpaths;
- 14) Landscaping, including a landscaping design showing the planting proposed to be undertaken, the means of forming enclosures, the materials to be used for paved and hard surfaces and the finished levels in relation to existing levels;
- 15) The design and external appearance of all buildings, plant and tanks, including details of the colour and texture of external materials to be used, together with samples of all external facing and roofing materials;
- 16) The layout of foul sewers and surface water drains;
- 17) The measures to be taken to protect adjacent areas from excessive noise;
- 18) Measures to protect the occupiers of residential property from external noise;
- 19) The provision to be made for street lighting including measures to prevent spillage and light pollution;
- 20) The provision to be made for the storage and removal of refuse from the premises,
- 21) Archaeological watching brief.

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

- Planning Statement (Savills, September 2024)
- Design and Access Statement (Incl. Design Code Compliance) (DHA, March 2024)
- Arboricultural Method Statement (Aspect Ecology, March 2024)
- Flood Risk and Drainage Strategy (Mayer Brown, February 2024)
- Noise Assessment (Cass Allen, February 2024)
- Lighting Strategy (Enerveo and Mayer Brown, January 2024)
- Ecological Appraisal (Aspect Ecology, March 2024)
- Biodiversity Net Gain Assessment (Aspect Ecology, March 2024);
- Written Scheme of Investigation for an Archaeological Evaluation (Oxford Archaeology, January 2024)
- School End Phase I Desk Study and Phase II Site Investigation Report (Leap Environmental, July 2022)
- Stanhope Lines West Phase I Desk Study and Phase II Site Investigation Report (Leap Environmental, July 2022)
- Landscape Management and Maintenance Plan (Allen Pyke Associates, March 2024)
- Energy and Sustainability – Carbon Calculation Statement (AES Sustainability Consultants Ltd, January 2024)
- Construction Traffic Management Plan REV B (Mayer Brown, July 2024)

- Construction and Environmental Management Plan (Mayer Brown, March 2024)
- Affordable Housing Development Zone Strategy and Reserved Matters Statement (Savills, August 2024)
- Transport Statement (i-Transport, February 2024)
- Supplementary Transport Note (i-Transport, July 2024)
- Supplementary Transport Note (i-Transport, August 2024)

2. NOTIFICATION

2.1 Application Publicity & Neighbours Notified

2.1.1 In addition to posting two (2) site notices and a press advertisement, one hundred and forty-three (143) letters of notification were sent to neighbouring owner/occupiers. The consultation period expired on 1st October 2024.

2.1.2 Representations have been received from three individual addresses. (One (1) representation of support and two (2) representations of objection).

2.1.3 The occupier of 57 Montgomery Avenue, Aldershot submitted two representations of objection. The comments are summarised and addressed below:

- Not enough school places/ no new secondary school

Case Officer's Response: The Outline Planning Permission's s106 legal agreement secured provision for two Primary Schools to be built on site together with a significant financial contribution towards the provision of 610 additional secondary school places in the area.

- Land was meant to be green park land only

Case Officer's Response: This is not correct. The proposed development accords with the Wellesley Masterplan which shows development within Development Zone H comprising of a linear park surrounded by housing.

- Traffic already problematic

Case Officer's Response: Please see the relevant section of this committee report for Highway Considerations.

- Annoyance from construction activity

Case Officer's Response: Planning Conditions are proposed in respect of construction hours and to secure the implementation of a Construction Traffic Management Plan (CTMP).

- No shop as promised

Case Officer's Response: A local convenience store is proposed to be delivered in the Neighbourhood Centre Development Zone in accordance with the Outline Planning Permission. It is expected that a Reserved Matters Application will be submitted for the relevant part of the Neighbourhood Zone in 2025.

- No new access on to Farnborough Road

Case Officer's Response: The creation of a new vehicular access on to Farnborough Road would be contrary to the Outline Planning Permission Masterplan and approved Parameter Plans. Vehicular access in this location was not demonstrated as necessary or appropriate by the Transport Assessment at the time of the Outline Application nor was it requested by the Highway Authority.

- No thought for conservation

Case Officer's Response: It is not clear whether this concern relates to heritage or ecology. Both material planning considerations are discussed in the relevant sections of the committee report.

- Concern that first representation/objection was not received

Case Officer's Response: The objector made the first representation against ref: 24/00253/CONDPP in error.

2.1.4 The occupier of 40 West Hope Grants Road, Aldershot, submitted one representation of objection. The comments are summarised and addressed below:

- 260 dwellings is too large and high density for the zone
- More cars means more air pollution and worse air quality
- Larger development means fewer trees & loss of privacy

Case Officer's Response: The proposed number of residential units/ density accords with the Outline Planning permission and Delivery strategy for the zones in question. Please see the relevant section of this committee report for Trees and landscaping and Impact on Neighbours' Amenities.

- Insufficient parking and access

Case Officer's Response: The proposed parking arrangements accord with the Councils adopted parking standards. Please see the relevant section of this committee report for Highway Considerations.

2.1.5 The occupier of 2 Albuhera Road, Aldershot, submitted a representation of support together with other comments. The comments are summarised and addressed below:

- Could speed bumps be installed along West Hope Grants Road to slow down traffic?

Case Officer's Response: HCC were consulted in relation to the design of West Hope Grants Road, as the Highway Authority, and did not request that such traffic calming measures were imposed.

2.2 Consultees & Other Bodies

HCC Highways Development Planning:	Confirmed no objection subject to conditions relating to visibility splays, implementation of the Construction Traffic Management Plan and Traffic Calming Measures.
HCC Surface Water Management (Lead Local Flood Authority):	Confirmed no objection following the receipt of further details submitted relating to ditch removal, proposed discharge rates and sewer connection agreements.
HCC Senior Archaeologist:	Confirmed no objection.
Natural England:	Confirmed no objection.
Hampshire Fire and Rescue Service	Provided detailed advice which has been forwarded to the developer for consideration. No objections were raised.
Designing Out Crime Officer:	No comments received.
Severn Trent Services Ltd:	No comments received.
South East Water Ltd:	No comments received.
Southern Gas Network:	No comments received.
Thames Water:	No comments received.
Aspire Defence Services Ltd:	No comments received.
Aldershot Garrison:	No comments received.
Basingstoke Canal Authority:	No comments received.

2.3 Internal Consultees

RBC Env. Health:	Confirmed no objection.
RBC Housing Enabling Officer:	Confirmed no objection following satisfactory amendments to the distribution of affordable housing throughout the scheme, adjustments to the housing mix, and an increase in the proportion of houses to provide wheelchair units.

RBC Planning Policy:	Detailed comments received.
RBC Ecology Officer:	No objection subject to the imposition of a planning condition/s to secure an updated planting plan and ecological enhancements (habitats and species) to accord with the submitted Biodiversity Net Gain Metric documentation.
RBC Community Contracts:	- Provided detailed advice which has been forwarded to the developer for consideration. No objection raised.
RBC Arboricultural Officer:	No objections have been received.

3.0 POLICY AND DETERMINING ISSUES

3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires regard to be had to the provisions of the development plan in the determination of planning applications unless material considerations indicate otherwise. The *Rushmoor Local Plan* was formerly adopted by the Council on 21st February 2019. In addition to the *Rushmoor Local Plan*, the development plan for Rushmoor includes the *Hampshire Minerals and Waste Plan* (adopted in October 2013) and saved Policy NRM6 of the *South East Plan* (adopted in May 2009).

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

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

3.3 The Council's adopted supplementary planning documents (SPDs) 'Car and Cycle Parking Standards', 2024, Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (AMS) as updated April 2024 and Aldershot Military

Conservation Area Appraisal and Management Plan (RBC, February 2021) are relevant.

3.4 The *National Planning Policy Framework (NPPF)*, which came into force on 19th February 2019 (updated December 2023), and The Department for Communities and Local Government's Technical Housing Standards (March 2015) are also material considerations.

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

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

4.0 COMMENTARY

4.1 The principle of development –

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

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

4.1.3 The Illustrative Delivery Plan for Wellesley (included in approved Affordable Housing Strategy Rev 7) identifies Development Zone H - Stanhope Lines West to deliver 160 units and Development Zone I - School End to deliver 100 residential units. It is also noted that the Wellesley s106 legal agreement includes provision for a new primary school 'Western Primary School' to be provided with part of Development Zone I. The Cambridge Primary School was delivered in accordance with this obligation in 2018.

4.1.4 A set of Design Codes was approved as part of the outline planning application. Design Code Document 1 sets out general design code principles and Design Code Document 2 provides definitions and technical specifications. These documents apply to the entire AUE (Wellesley) site, whereas a Design Code Document 3, providing zone-specific

requirements, is required for each Development Zone (secured by Condition 3 of the outline permission).

4.1.5 A Design Code Document 3 and Arboricultural Method Statement was approved for Zone H Stanhope Lines West and Zone I School End on 10th January 2024 (ref: 23/00546/CONDPP). These documents have informed the design of the Reserved Matters Application proposals. The Design and Access Statement submitted with the Reserved Matters Application demonstrates how the scheme complies with the approved Design Principles (Design Code Document 3), in accordance with the requirements of Condition 4 of the outline permission.

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

5. Housing tenure, mix and distribution –

5.1 The current scheme for 260 dwellings at Zone H (Stanhope Lines West and apart of Zone I (School End) is comprised of 174 Private Units and 86 Affordable Housing Units (A total of 33% Affordable Housing with a 60/40 split between Affordable Rented and Shared Ownership).

5.2 The table below provides details of tenure and mix:

Dwelling type	1-bed	2-bed	3-bed	4-bed	5-bed	Total
Affordable Flats	25	11	-	-	-	36
Affordable Houses	-	22	20	8	-	50
Private Flats	8	6	-	-	-	14
Private Houses	-	15	76	57	12	160
Totals	33	54	96	65	12	260

Table 1: Accommodation schedule

5.3 The development would deliver a large proportion of family sized dwellings, and this mix has been established through the Hybrid Outline Planning Permission's site-wide housing mix and in accordance with the updated Affordable Housing Strategy. Further, the proposed mix is welcome in the context of the Strategic Housing Market Assessment (SHMA) 2016, which identifies the number of homes and the mix of housing which will be required within the Hart, Rushmoor and Surrey Heath Housing

Market Area to meet future need. In this regard, the SHMA suggests that the greatest demand between 2014 and 2032 in Rushmoor will likely be for two and three-bedroom homes. The proposal is therefore consistent with Policy LN4 (Housing Mix).

Affordable Housing

- 5.4 Whilst Policy LN2 (Affordable Housing) of the Local Plan requires a minimum of 30% of dwellings to be provided as affordable homes on sites of 11 or more dwellings, Policy SP5 requires a minimum of 35% of all residential units at Wellesley to be provided as affordable housing. This is reflected within the s106 legal agreement associated with hybrid outline permission 12/00958/OUT. The Wellesley s106 legal agreement further specifies that 60% of the affordable housing shall be affordable/social rented and 40% intermediate (shared ownership).
- 5.5 Paragraphs 2.11, 2.12 and 2.13 of the Wellesley legal agreement require an Affordable Housing Development Zone Strategy (AHDZS) to be submitted to the Council for approval with the first Reserved Matters Application in any Development Zone. The strategy should set out the number of estimated Reserved Matters Applications within the Development Zone and the proposed quantum of affordable housing units provided for each application to be applied within that Development Zone.
- 5.6 Each subsequent Reserved Matters should be accompanied by a statement confirming the proposals for affordable housing within the reserved matters application area are in compliance with the Affordable Housing Strategy (AHS). To allow a degree of flexibility, the Affordable AHS contained within Schedule 16 of the Wellesley s106 permits a variance of 5% of affordable housing between individual Development Zones, i.e. each Development Zone should provide between 30% and 40% affordable housing. This is to allow for site specific constraints.
- 5.7 In accordance with the above, an Affordable Housing Development Zone Strategy and Reserved Matters Statement has been submitted with the current application, together with a Draft Affordable Housing Strategy Revision 8. These strategies reflect adjustments which have been agreed in principle with the Council's Housing Enabling Officer. Condition 4 is proposed to secure a finalised Revision 8 of the Affordable Housing Strategy.
- 5.8 The combined Development Zones would deliver 33% Affordable Housing (AH) in accordance with the agreed % variance built into the Affordable Housing Strategy. 86 of the total units proposed would deliver affordable housing (AH), of which 52 (60%) would be affordable rented and 34 (40%) intermediate/shared ownership. The Council's Housing Enabling Officer has confirmed the numbers and the tenure split of the revised scheme accords with the AHS.
- 5.9 The scheme has been designed to be tenure blind and the application confirms that all affordable units have been designed to meet the Nationally Described Space Standards reflected in Local Plan policy DE2. During the course of the application, amendments to the dwellings sizes of some of the units and the layout of the affordable dwellings were secured. This was to increase the occupancy level of specific units and to improve the distribution of the affordable housing units throughout the scheme; to support the creation of an integrated, mixed and balanced community, in accordance with Local Plan Policies LN1 (Housing Mix) and LN2 (Affordable Housing).

5.10 There is a requirement for 10% of the affordable rented dwellings on any Reserved Matters Area to be wheelchair user homes to meet the requirements of Building Regulations Part M4(3) taking into account guidance produced by Habinteg. Five (5) of the affordable rented units in the revised scheme would meet wheelchair-housing standards with direct access to disabled parking and outdoor space. During the course of the application the scheme has been amended to increase the proportion of wheelchair houses versus flats in accordance with the Housing Enabling Officer's advice. The revised wheelchair units comprise 2 x one-bedroom flat, 1 x two-bedroom houses and 2 x three-bedroom houses.

6.0 Design & Impact on Heritage Assets -

The Design Codes

6.1 The Reserved Matters Application Area incorporates Zone H - Stanhope Lines West and the eastern part of Zone I – School End Development Zone. The Development Zones Matrix contained within the approved Design Code Document 1 – General Design Principles (DCD1) of the Outline Planning Permission, identifies the character areas and level of code control within each of the Wellesley Development Zones.

6.2 DCD1 describes the key elements of Stanhope Lines West as:

- Residential Use
- Maximum 3 + 5* storey heights (*varies across the zone)
- Character Areas C, E & H
- Code control HOT / WARM
- Within a Conservation Area (Aldershot Military Conservation Area)
- Listed Monument
- Demolition of existing buildings

6.3 DCD1 describes the key elements of School End as:

- Residential Use
- Maximum 3 + 5* storey heights (*varies across the zone)
- Character Areas D, E, H & I
- Code control HOT/ WARM/ COLD
- Within a Conservation Area (Aldershot Military Conservation Area)*
- Listed Monument*
- Demolition of existing buildings

**The part of the Reserved Matters Application site within School End Development Zone is not within the Conservation Area and does not contain a monument.*

6.4 *Stanhope Lines West - Development Zone H:* The Stanhope Lines Character Area Description set out within the Design Code (DCD1) describes Stanhope Lines as “a formal linear park running east west through the middle of the site, acting as a memory of the original historic parade ground”. The linear park is dissected by Queens Avenue which runs north to south through the centre of Wellesley.

6.5 DCD1 identifies Zone H as comprising two main sub-character areas which apply to the majority of the application site area (E1 The Avenues, and E2 Stanhope Lines). Two smaller sub-character areas are located on the eastern and western boundaries with

Queens Avenue (C3 Stanhope Vista – a heritage sub-character area) and Farnborough Road (H2 Stanhope Gateway) respectively. The majority of Zone H is identified as a HOT Area (Most Code Control). The western boundary edge with Farnborough Road is identified as a WARM Area (Medium Code Control).

- 6.6 *School End - Development Zone I*: The Reserved Matters Application site also incorporates the undeveloped western part of School End - Development Zone. The eastern side is now occupied by The Cambridge Primary School and playing fields. The Character Area Description set out within the Design Code (DCD1) describes the interior of this part of the development zone as General Neighbourhood I Character Area, and a COLD Area (minimum Code Control). However, the northern boundary edge with Alison's Road is a HOT Area (most Code Control) and comprises two sub-character areas, D1 and D2. The western boundary edge with Farnborough Road is sub-character area H1 and is a WARM Area (Medium Code Control). In fact, this northwest corner of the development will form an important visual gateway into Wellesley from the west.

7.0 *Layout, Massing & Design*

- 7.1 The Planning Statement and Design & Access Statement submitted with the application, demonstrate the scheme's compliance with the approved Design Codes for each character/ sub-character area within the Development Zones.
- 7.2 The DAS explains how the development responds to the Design Code and the emerging character of Wellesley. The proposed scheme would range from 2 to 3 storeys in height (with single-storey garages) and would comprise of a mix of detached, semi-detached and terraced houses and flats together with landscaping, access and parking. The scheme would deliver the western side of the proposed Stanhope Lines Linear Park, which is the key area of public open space at the heart of Wellesley.
- 7.3 The Planning Statement and the DAS describe the following key features of the layout of the proposed development layout:
- Provision of a formal Linear Park East-West in memory of the original historic parade ground with defined building gaps onto the frontage to Queens Avenue and Farnborough Road to frame views across through Stanhope Lines Linear Park and Parade Park to the east;
 - Proposed buildings fronting onto Stanhope Lines Linear Park, set back behind the tree-lined avenue, with detached dwellings of 2 - 2½ storeys in height placed along the street to create a strong skyline rhythm;
 - Two formal tree-lined avenues along West Hope Grant's Road and Steele's Road with landscape proposals aim to deliver a formal rhythm for the tree planting and the retention and enhancement of a substantial area of trees on Steele's Road;
 - Incorporation of L-shaped corner three-storey apartment buildings on key corners in accordance with the Wellesley Masterplan;
 - Medium to large building setbacks around the frontages to retain existing trees, on the edges of the zones, including large group of mature trees on the northwest corner of the application site, and 5 Lime Trees to be retained at the western end of West Hope Grants Road;
 - Proposed position of gardens and hedging to provide a buffer between the development and the school grounds;
 - New two-storey housing within the central part of the School End Development Zone

to offer an intimate residential character, with dwellings located on either side of the street improving enclosure;

- Proposed three-storey apartment buildings set behind substantial landscaped area and retained trees, located on the northwest corner of the site within School End Development Zone. This sub-character area of Alisons Gateway/ Alision's Road West will form the principle gateway in to Wellesley from the west side.

7.4 The scheme reflects the layout of the illustrative Wellesley Masterplan and the approved parameter plans in relation to layout and road hierarchy (dwg.PP7). The Design and Access Statement demonstrates how the proposed development generally complies with the setbacks, degrees of street frontage enclosure and material palettes prescribed by the Design Codes.

7.5 The proposed building heights would fully accord with the outline planning application Maximum Building Heights Parameter Plan PP4, which stipulates that the site may accommodate buildings of up to 3 to 5 storeys or 20 metres. The tallest buildings proposed would be the apartment blocks which would be maximum three-storeys with ridged and hipped roofs.

8.0 Character, Appearance & Impact on Heritage Assets

8.1 Pre-application discussions, together with Bellway's previous experience delivering homes at Wellesley, has helped to ensure that the architecture and detailing of the proposed dwellings would complement the character and quality of the existing adjoining development at Wellesley.

8.2 During the pre-application process, the Applicant worked closely with RBC to secure positive amendments and improvements to detailed design, appearance and materials proposed for the proposed development, specifically where the new dwellings would front Queen's Avenue, either side of the Stanhope Lines Linear Park. This is a particularly sensitive part of the site which is designated as a heritage sub-character area and is in the heart of Wellesley near the Cambridge Primary School and the proposed Neighbourhood Centre. It falls centrally within the Aldershot Military Conservation Area, in the vicinity of The Grade II Listed Alexander Observatory, the Grade II Listed 4th Division Building and 8th Division WW1 Memorial.

8.3 Particular attention has also been paid to the interface between the proposed scheme and the earlier phases of Wellesley. Specifically, the character, external materials and rhythm of new dwellings proposed along the north side of West Hope Grants Road, which would face the Corunna Development sub-phases to the south. In this regard the spacing, design and the proportion of white rendered dwellings is increased to provide a coherent approach to the treatment of the West Hope Grants Road and the corresponding section of Hope Grants Road to the east side of Queens Avenue.

Heritage Trail

8.4 Condition 4 of the hybrid outline planning permission and the associated s106 legal agreement, requires any Reserved Matters Applications to include details of the relevant part of the Heritage Trail, in relation to that Development Zone. Accordingly, the Design & Access Statement demonstrates that the proposed route of the Heritage Trail would move through the application site through the linear public open spaces. The DAS notes that the Heritage Trail will encompass various monuments along its

route and explains that the Montgomery Memorial Stone, which is currently located along West Hope Grants Road, has been identified within the Design Codes for potential relocation within the proposed formal area of public open space/linear park in the Stanhope Lines Character Area (subject to consultation and the relevant consent). This part of the Heritage Trail will also incorporate The Grade II Listed Alexandra Observatory which is situated just outside of the Reserved Matters Area, fronting Queens Avenue.

Conclusion

- 8.5 It is considered that the scale and layout of the development would accord with the approved Outline Planning Permission parameter plans and the principles set by the approved Design Code Documents 1, 2 and 3. The detailed design accords with the palettes described within the Design Codes, dictated by the variable levels of design code control and the designated character areas. The proposed development responds to the architecture and setting of adjoining heritage assets and adjoining phases. As such, subject to the imposition of planning conditions to seek further details of materials, brick and stone detailing (conditions 5 and 6), it is considered that the proposals represent high quality development that would maintain the character and appearance of the Wellesley Development, and would preserve and enhance the Aldershot Military Conservation Area and the setting of adjoining heritage assets. The proposals are consistent with Local Plan policies SP5, HE1, HE3 and DE1

9.0 Transport, parking & access –

- 9.1 Details of the site layout, roads and footpaths, refuse and recycling storage a Transport Statement and revised Construction Traffic Management Plan have been submitted with the Reserved Matters Application, in accordance with the requirements of Condition 4. A Transport Assessment (including Travel Plans and Public Transport Strategy) was approved as part of the outline planning permission for Wellesley. Road hierarchy and design principles for the AUE site were established with the approval of the Design Codes and drawing PP7.
- 9.2 Vehicular and pedestrian access to the development would be from Alisons Road to the north, to the east from Steele's Road (Via Queens Avenue) and from West Hope Grants Road to the south. It is considered that proposed layout of the roads is consistent with the principles and road hierarchy established in the approved Design Codes.
- 9.3 Policy IN2 (Transport) requires new development to provide appropriate parking provision in accordance with the Council's 'Car and Cycle Parking Standards' supplementary planning document (SPD) (March 2024). In terms of residential car parking, *"there is 'a presumption that the parking standard (including the visitor parking requirement) should be provided in full"* (para.5.1).
- 9.4 The standards require one car parking space per 1-bedroom dwelling, two spaces for 2/3-bedroom dwellings and three spaces for every residential property of 4 or more bedrooms. For visitor parking there should be 1 visitor parking space for every 3 x 1-bedroom properties and 1 visitor parking space for every 5 properties of 2 or more bedrooms. Parking spaces designed to wheelchair standards should be provided to serve all proposed wheelchair units.

- 9.5 The Planning Statement confirms that the proposal would meet the parking standards in full. In this regard, 623 car parking spaces will be provided across the site, comprising of 564 residential spaces, and 59 unallocated/visitor spaces. 130 of the properties would also benefit from a private garage, however these garages cannot, and have not been, counted towards the car parking calculations, in accordance with Principle 10 of the Council's Car and Cycle Parking Standards'. The garages could however provide storage space for bicycles and as such have been included in those calculations.
- 9.6 Private parking spaces for the houses would be provided within the curtilage of each property on drives. Parking for the apartment blocks would be provided within courtyards and undercroft parking. Some areas of on-street parking are proposed to deliver the required visitors' parking spaces. The submitted parking plan also identifies wheelchair unit compliant spaces in accordance with the relevant design standards.
- 9.7 The Planning Statement confirms that cycle storage would be provided in accordance with the Council's standards of 1 space per 1-bed dwelling and 2 spaces per 2, 3 and 4-bed dwelling. In the case of individual houses, it is envisaged that bicycles would be stored within private gardens, sheds or garages within the curtilage of the dwellings. Cycle parking for the occupants of the apartments would be provided in secure cycle storage areas attached to/located within the block to which they serve.
- 9.8 Hampshire County Council (Highways Development Planning) were consulted in relation to the application and provided detailed advice to the developer. Given the intention for the roads to be adopted by HCC (s38 adoption process) various amendments and points of clarification have been sought during the course of the application and the applicant has provided supplementary transport notes and amended drawings to address the concerns raised. These matters have included details of pedestrian visibility splays, adjustments to tracking for service vehicles, detailed design of parking spaces, position of lampposts, adjustments to position of proposed crossing points to predict desire lines. Details relating to the impact of existing school related parking and revisions to the Construction Traffic Management Plan have been received.
- 9.9 HCC have confirmed that the issues raised have now been satisfactorily addressed, subject to the imposition of a planning condition (condition 8) to seek the detailed design of the traffic calming measures proposed for the 'Green Lanes' sections of shared space which would run along either side of the Public Open Space. Conditions 12 and 13 are proposed to ensure that the parking spaces and cycle stores are implemented and allocated as detailed on the approved plans and retained for that purpose for the life of the development.

Refuse and Recycling Storage

- 9.10 The proposed development would be serviced by the Council's Community Contracts Team and they have been consulted in relation to the detail of the proposals. Drawing no. 102205-BEL-TV-02 REV D provides details of the refuse strategy for the development. The application states that the refuse strategy and provision has been designed in accordance with Rushmoor Borough Council's published advice.
- 9.10 The strategy states that the private refuse storage for houses is generally located in rear gardens and would be moved by residents on collection day to kerbside (on curtilage) or communal refuse collection points. Private refuse collection would be from kerbside adjacent to the dwelling boundary or from communal refuse collection points.

Communal internal refuse storage is provided for apartments. The submitted drawing indicates worst-case, carry/travel distances to and from collection points for residents and operatives. The application is also supported by revised tracking diagrams that HCC have confirmed demonstrate sufficient turning widths for refuse vehicles, in accordance with Local Plan policy IN2. An informative is proposed to advise the developer that, where refuse vehicles would be expected to enter private courtyard areas, the road surface shall be suitable for a 32-tonne vehicle. The Community Contracts Team have provided further advice for the developer regarding the type/size of bins required and the design and access considerations for bin stores.

10. Impact on neighbours –

- 10.1 The closest adjoining residential properties are located to the south of the application site within the Corunna Development Zone, separated by the carriageway of West Hope Grant's Road. A representation of objection has been received from one of the occupants of the Corunna Development Zone. The points of objection are summarised and addressed in the preceding consultation section of this Report.
- 10.2 The proposed residential development would wrap around the south and west boundaries of the school playing fields, a significant distance away from the main school building. The rear gardens of the dwellings in question would back on to the playing fields separated by proposed hedging and fencing, designed to safeguard the privacy of residents and in the interests of the adjoining school.
- 10.3 Given the design and scale of the proposed development, and the separation and width of the adjoining highways, it is not considered that the proposed development when completed would result in any unacceptable impacts on the neighbouring properties by reason of overlooking, loss of outlook or loss of privacy.
- 10.4 Planning conditions are proposed to restrict the hours of construction (condition 22) and to ensure compliance with the submitted Construction Traffic Management Plan (condition 17). This is to safeguard the amenities of neighbouring occupiers, including the Primary School use, during the construction period.
- 10.5 Taking into account the context of the site and the residential nature of the proposed use, it is considered that proposed development would be compatible with and would not result in any demonstrable harm to the amenities of neighbouring occupiers or users, in accordance with Local Plan policy DE1.

11. Living environment created for future residents –

- 11.1 The Ministry of Housing, Communities and Local Government's *Technical Housing Standards* (2015) defines minimum floor areas and built-in storage requirements for all new residential dwellings. These standards are reflected within Policy DE2 (Residential Space Standards) of the *Rushmoor Local Plan*. The revised accommodation schedule confirms that the proposed dwellings would either meet or exceed the required internal space standards. The application confirms that the five (5) affordable rented wheelchair user dwellings will meet the requirements of Building Regulations Part M4(3).
- 11.2 Policy DE3 (Residential Amenity Space Standards) requires all new residential development and conversions '*to provide good-quality, useable private outdoor space in the form of gardens, balconies and/or roof terraces*'. The minimum requirement for

private outdoor space is a 5 sqm balcony within flatted development accessible from the main habitable room, a 15 sqm garden for 1-2 person dwellings in the form of houses, and a garden space of a minimum of 30 sqm for family housing (two-bedroom residential units and above). Where it is not possible to provide private outdoor space, additional living space equivalent to the private open space requirement is expected to be added to the minimum GIA of the dwelling, as outlined in Policy DE2.

- 11.3 The proposed scheme would provide usable private gardens for all houses, which would generally accord with the minimum size requirements set out in policy DE3. Some, but not all the proposed flats would benefit from a balcony. While some of the flats without private outdoor space have been provided with additional internal living space in accordance with Policy DE3, this is not the case for all the flats. However, given the substantial area of the public open space to be provided within the development and the proximity to the destination playground located within Stanhope Lines East to the east of Queens Avenue, it is considered acceptable on balance that not all the proposed flats would benefit from increased internal living space where balconies have not been provided. It is also noted that the broad layout and density of the development was established with the outline planning permission, prior to the adoption of policy DE3,
- 11.4 It is therefore considered that the proposed development would provide new dwellings of an acceptable size and layout with sufficient natural light, ventilation and access to adequate private and public amenity space. Sufficient spacing would be provided between dwellings and habitable room windows in order to safeguard against loss of privacy and outlook. The provision of open space across within the development would comply with the Green Infrastructure Strategy approved with the outline application.
- 11.5 The Council's Environmental Health Officer has reviewed the Noise Assessment submitted in accordance with the requirements of Condition 4 of the outline planning permission. The Officer notes that recommendations have been made for the minimum sound insulation performance criteria for glazing and ventilation for facades. In addition, day and night-time noise limit criteria have been recommended for all external plant. No additional recommendations were considered necessary for outdoor amenity space. The Officer confirmed that provided these performance levels are met, then Environmental Health are satisfied, acceptable noise levels in all habitable rooms will be achieved. EH can therefore accept the recommendations of the submitted Noise Assessment. Condition 19 is therefore proposed to ensure that the proposed mitigation measures are implemented in accordance with the recommendations of the Noise Assessment report.
- 11.6 Consultation comments and advice received from the County's Fire and Rescue Services, have been forwarded to the Applicant for consideration in the detailed design of the scheme.
- 11.7 It is therefore considered that the development would provide a satisfactory living environment for future residents, in accordance with Local Plan policies DE1, DE2, and DE3.

12. Pollution & remediation –

Air Quality and Noise Generation

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

Lighting

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

Contaminated Land

- 12.3 A School End Phase I Desk Study and Phase II Site Investigation Report (Leap Environmental, July 2022) and Stanhope Lines West Phase I Desk Study and Phase II Site Investigation Report (Leap Environmental, July 2022) have been submitted with the Reserved Matters Application, in accordance with the requirements of Condition 4 of the outline planning permission. The Council's Environmental Health Officer has reviewed the report and has confirmed agreement with the approach set out in the recommendations of the reports, commenting as follows:

“The Phase 2 site investigation has investigated soils and ground gases on site. One area was identified with elevated concentrations of benzo(a)pyrene, indicating the site may be locally impacted with PAH compounds. Some additional testing will be required in garden areas to establish whether soils will be suitable for use. In addition, no topsoil is currently available on site for gardens/landscaped areas, so will likely need to be imported. This also needs to be tested at source to ensure its suitability.

In accordance with BS8485:2015, a preliminary classification of Characteristic Situation 2 is recommended for the site. This is based on the monitoring undertaken so far that identified elevated levels of methane during one of the monitoring visits. Further monitoring is recommended to fully assess the gas risk.

The report recommends that a Remediation Method Statement be produced once the final site designs are complete. Environmental Health would agree with this approach and the RMS will need to be submitted to the Council for approval. In addition, a Verification report will need to be submitted for approval post completion of remedial works, documenting imported materials are suitable for use and that all remedial works have been completed as agreed. Condition 14 can be considered part complied with. 14 (iii) and (iv) still outstanding.”

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

Construction Environmental Management Plan

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

13.0 Nature conservation and trees –

- 13.1 The Reserved Matters Application (RMA) includes detailed hard and soft landscape proposals and is supported by an Ecological Appraisal, Arboricultural Method Statement, Lighting Strategy, Biodiversity Net Gain Assessment and Landscape Management and Maintenance Plan and a Construction Environmental Management Plan.

Ecology & Biodiversity Net Gain

- 13.2 The Outline Planning Permission was approved 10 years before the 10% Biodiversity Net Gain (BNG) for all larger developments became mandatory, independently from any Local Plan Policy requirement. Nevertheless, Rushmoor Local Plan Policy NE4 states *“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.”*
- 13.3 The Ecological Appraisal submitted with the RMA identifies all Ecological Designations relating to the site. It notes that a small part of the northwest corner of the site includes the A325 Slip to Alison's Road Site of Importance for Nature Conservation (SINC) and Road Verge of Ecological Importance (RVEI), which has been *“...designated on the basis of supporting Roman Chamomile. Mitigation and enhancement measures are proposed to safeguard the designation.”* And, *“In addition, appropriate safeguarding and mitigation measures are set out in relation to the Basingstoke Canal Site of Special Scientific Interest (SSSI). All other ecological designations in the surrounding area are physically well separated from the site and are therefore unlikely to be adversely affected by the proposals.”*
- 13.4 As noted above, the Wellesley development includes Suitable Alternative Natural Greenspace (SANG) approved as part of the hybrid outline planning permission (ref:

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

- 13.5 In relation to habitats and protected species, the Ecological Appraisal states *“The site is dominated by artificial unvegetated, unsealed surface and recolonised vegetation together with areas of amenity grassland, woodland, semi-improved grassland, species-poor semi-improved grassland, bramble scrub, ditches, hardstanding and introduced shrub. The majority of the woodlands are to be retained under the proposals and will be protected during construction. All other habitats within the site are not considered to form important ecological features and their loss to the proposals is of negligible significance.”* The appraisal confirms that there are no specific records of any protected, rare or notable plant species from within the site.
- 13.6 Mitigation measures relating to both the construction and the operational phases of the development are proposed. These are outlined in Section 6.0 of the Ecological Appraisal and in the Construction Environmental Management Plan. The measures include mitigation to prevent pollution to identified sensitive receptors which could potentially occur through surface water run-off. In this regard, the Construction Environmental Management Plan includes a recommendation for a Construction Surface Water Management Plan to be submitted for approval prior to the commencement of the development in order to safeguard the Basingstoke Canal SSSI against pollution and run/off sedimentation. (See proposed condition 3).
- 13.7 The Ecology Appraisal concludes that *“The proposals present the opportunity to secure a number of biodiversity net gains, including additional native tree planting, new roosting opportunities for bats, and more diverse nesting habitats for birds.”* And *“...the proposals have sought to minimise impacts on biodiversity and subject to the implementation of appropriate avoidance, mitigation and compensation measures, it is considered unlikely that the proposals will result in significant harm.”*
- 13.8 The various recommended mitigation and enhancement measures set out within Section 6.0 of the Ecological Appraisal and are reflected in the submitted Landscape Management and Maintenance Proposals. The proposed biodiversity enhancements include: new native planting, wildflower grassland, wetland features (swales), bat boxes, hedgehog nest homes. Hedgehog highways, bird boxes, habitat piles for invertebrates, bee bricks and stag beetle loggeries. The mitigation measures include tree planting and tree protection measures, pollution control, a SINC impact survey and a sensitive lighting scheme (bats and other nocturnal fauna).
- 13.9 Section 8.2 of the submitted Lighting Strategy submitted with the RMA states that the current proposal for street lighting comprises of the installation of 6m columns in areas where the roads/lighting is to be adopted by HCC. However, in 8.2.4 it states *“The results of the additional bat surveys recommended for the southern portion of the application in the ecology report, may alter the recommendations. Following the*

additional surveys, it may be found necessary to have localised reductions to 5 metres as used east of Queen's Avenue..."

- 13.10 The Council's Ecology Officer has reviewed the Reserved Matters Application and supporting documents and has noted that the submitted Biodiversity Net Gain (BNG) metric has indicated a gain of 0.95%. The Officer has commented "*The BNG Assessment report presents a post-development habitat restoration and enhancement plan that enables the development to demonstrate compliance with existing National Planning Policy Framework obligations to achieve no net loss. Therefore, in order to comply with National planning policy, the development needs to achieve the post-development habitat distinctiveness and condition as set out within the above referenced Biodiversity Net Gain Assessment report.*"
- 13.11 The Officer has noted that currently "*there appears to be some disconnect between the stated post-development habitat distinctiveness and condition proposals stated in the Biodiversity Net Gain Assessment report, and current submitted landscaping proposal plans. For example, the landscape plans identify planting non-native trees (London Plane and the cherry) along the middle central linear park. The BNG assessment has very specific recommendations in order to ensure that habitat created meet the distinctiveness and condition specified within the Metric document supplied. This will ensure that the stated 'no net loss' will be achieved.*"
- 13.12 The Officer has therefore recommended that appropriate planning conditions are imposed to secure detailed planting and species protection and enhancements measures, in accordance with Biodiversity Net Gain metric requirements and as recommended in the relevant supporting documents. Conditions 7 and 10 are therefore proposed to seek further detailed proposals of the ecological mitigation and enhancement accompanied by updated detailed planting plans together with a revised sensitive lighting strategy.
- 13.13 It is therefore considered that subject to appropriate safeguarding conditions, the proposed scheme would mitigate any adverse impacts on wildlife and ecologically sensitive receptors and would provide opportunities for biodiversity enhancement in accordance with Local Plan policy NE4 (Biodiversity).

Trees

- 13.14 An Arboricultural Method Statement (AMS) has submitted with the Reserved Matters Application in accordance with the requirements of Condition 4 of the outline planning permission. Drawing PP5 of the Wellesley Hybrid Outline Planning Permission identifies those trees to be retained (unless otherwise agreed with RBC) and those to be removed as a result of the development. Existing trees that were not identified for removal on PP5 are afforded protection by condition 12 of the Outline Planning Permission, regardless of whether or not they are located within a conservation area. However, it is noted that since the granting of the outline permission over 10 years ago, various trees have been consented removal across Wellesley through the submission of Reserved Matters Applications or approval of details applications under condition 12.
- 13.15 The AMS includes a detailed Tree Survey which was shared with the Council prior to the submission of the Reserved Matters Application. In this regard, the Applicant engaged with the Council early in the pre-application design stages of the current proposals, to establish an acceptable approach to tree removal and tree retention at the

development site. The AMS explains how the Category A trees on the site have been the priority for retention, stating “*the principal tree cover within the influence of the site occur at the very eastern and western extents of the application area; to the east, two mature Monterey Pine (T30 and T31) sit adjacent to Queens Avenue, whilst to the west, a similarly established collection containing Copper Beech (T56), Wellingtonia (T80), English oak (T77) and London, Plane (T72 & T75) bookends the site and provides screening from Farnborough Road which lies further west. All are considered to be high-quality examples of their species, to provide a significant contribution to the site’s amenity, and to warrant category A within BS5837:2012 guidance on that basis. Consistent with a British standard recommendations, these seven trees have been the key priority for attention within the design of the scheme currently proposed.*”

- 13.16 The submitted AMS identifies those Category B, C and U trees which would require removal to facilitate the development. It confirms that no Category A trees would be removed. During the pre-application process the Planning Officer advised that whilst it was inevitable that the removal of some moderate quality Category B trees would be necessary to deliver the development approved by the Outline Planning Permission; the Officer did not support the original proposals to remove a line of 5 Lime Trees located at the western end of West Hope Grants Road, as these trees contributed to the ‘Tree Lined Avenue’ character established by the Design Codes for this sub-character area of the Stanhope Lines West Development Zone. The Applicant therefore adjusted the site layout to allow for the retention of the Lime Trees by setting Block 6 sufficiently further back from West Hope Grant’s Road.
- 13.17 It is therefore accepted that the tree removal, including the removal of some moderate quality Category B trees is necessary to deliver the development approved by the Outline Planning Permission. The proposals are considered acceptable on balance given the constraints of the site and taking into account the extent of mitigation tree planting proposed. Conditions 7 and 15 are proposed in respect of detailed tree planting proposals and to ensure that the tree protection and monitoring measures set out in the Arboricultural Method Statement are fully implemented, in accordance with Local Plan policy NE3 Trees and Landscaping.

14. Flood risk & drainage –

- 14.1 Policy NE8 (Sustainable Drainage Systems) of the *Local Plan* requires ‘*the implementation of integrated and maintainable SuDS in all flood zones for both brownfield and greenfield sites*’. The site is located in Flood Zone 1 and is generally at very low risk of surface water flooding with isolated areas at an elevated risk.
- 14.2 A Flood Risk and Drainage Strategy (Mayer Brown, February 2024) was submitted with the Reserved Matters Application as required by Condition 4 of the outline planning permission. The strategy also refers to the Site Wide Drainage Strategy approved with the outline planning permission, which was dealt with on a catchment wide basis as agreed with the Environment Agency.
- 14.3 The drainage strategy states “*the surface water run-off from the site will be discharged into existing surface water sewer network in Alisons Road and Steele’s Road at a restricted rate. The SuDS features will ensure floodwater will be safely contained within the site boundary up to an including the one in 100 year event +40% climate change. In the event that the capacity of the proposed surface water drainage network is exceeded, the excess water will follow the topography of the ground and flow overland*”

towards the northern boundary into the soft landscaping and or into the Alison's Road drainage network, leaving properties unaffected.” And, “The proposed foul sewers serving the development will connect to the existing foul sewers in Alisons Road and Steele's Road via gravity”. The proposed SuDS features (Sustainable Drainage Systems) include permeable paving for private driveways, traditional gully network on roads and footways, below ground attenuation tanks, basins and hydro brake chambers.

- 14.4 Hampshire County Council (HCC) as the Lead Flood Authority (LLFA) were consulted in respect of the planning application and requested further details to be submitted relating to the proposed removal of exiting ditches on the site, and proposed discharge rates and sewer connection agreements. Following receipt of these details, HCC confirmed that as the LLFA they raise no objection to the Reserved Matters Application.

15. Sustainable construction & renewable energy –

- 15.1 Local Plan Policy DE1 expects proposals to *'promote designs and layouts which take account of the need to adapt to and mitigate against the effects of climate change, including the use of renewable energy'*. The Planning Statement submitted with the application confirms that consideration has been given to building design, passive solar design and energy, efficient site-layouts, where possible in the design of the scheme.

- 15.2 An Energy and Sustainability Statement has been submitted with the application. The application states that the buildings will be constructed following a fabric first approach, to meet and exceed where possible, Building Regulations 2021 standards, with insulation, thermal bridging and air leakage all improved beyond the minimum compliance levels and low carbon or renewable energy systems integrated, thereby achieving a 31% reduction in CO2 emissions over building regulations 2013 standards. The Statement also confirms that EV charging infrastructure will be incorporated in to the development and that the new dwellings will meet the water efficiency standard of 110 litres per person per day, in line with Policy DE4 (Sustainable Water Use). Compliance Condition 21 and Informative 8 are proposed in respect of the water efficiency standard.

16.0 Archaeology -

- 16.1 Condition 4 of the Outline Planning Permission requires an Archaeological Watching Brief to be submitted with each Reserved Matters Application. This was because the archaeological, desk-based assessment submitted with the Outline Application concluded that the site has low potential for surviving archaeological remains to be present due to previous development impacts. The Applicant has instead submitted a Written Scheme of Investigation for Archaeological Evaluation (WSI), which proposes carrying out field work (trenching) prior to start on site, as an alternative to a watching brief which would be undertaken during construction.

- 16.2 The County Archaeologist was consulted and has confirmed that he endorses the Applicant's two-stage evaluation approach, commenting *“the results of this evaluation will inform further archaeological work, if merited, as secured by the existing archaeological conditions attached to the outline planning permission, or may inform no further archaeological work is merited, and provide a basis on which to discharge the archaeological conditions attached the outline planning permission, if, for example, the results demonstrate that there is no residual archaeological potential at the site.”*

16.3 Compliance with condition 20 is therefore proposed to ensure that the development is carried out in accordance with the Written Scheme of Investigation for Archaeological Evaluation as approved, in accordance with Local Plan policy HE4 Archaeology.

17.0 Conclusion

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

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

FULL RECOMMENDATION

It is recommended that Reserved Matters Approval be **GRANTED** subject to the following conditions and informatives:-

Time limit

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

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

Approved plans

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

Drawings: 102205-BEL-TV-01 REV D; 102205-BEL-TV-02 REV D;
102205-BEL-TV-03 REV D; 102205-BEL-TV-04 REV D; 102205-BEL-TV-05 REV D;
102205-BEL-TV-06 REV D; 102205-BEL-TV-07; 102205-BEL-TV-08 REV D; 102205-BEL-TV-09 REV D; 102205-BEL-TV-PER01 REV A;
102205-BEL-TV-PER02 REV A; 102205-BEL-TV-PER03 REV A;
102205-BEL-TV-PER04 REV A; 102205-BEL-TV-PER05 REV A;
102205-BEL-TV-PER06 REV A; 102205-BEL-TV-PER07; 102205-BEL-TV-PER08;
102205-BEL-TV-PER09; 102205-BEL-TV-SS01 REV A;
102205-BEL-TV-SS02 REV A; 102205-BEL-TV-SS03 REV B;
102205-BEL-TV-SS04 REV A; 102205-BEL-TV-SS05 REV A;
102205-BEL-TV-SS06 REV B; 102205-BEL-TV-SS07 REV B;
102205-BEL-TV-SS0; BA-2B-2S-P1;

BA-2B-2S-TB-E1 REV A; BA-2B-2S-TB-E2 REV A; BA-2B-2S-TB-E3 REV A;
BM-3B-2S-P1 REV C; BM-3B-2S-TB-E1 REV A; BM-3B-2S-TB-E2 REV A;
BO-3B-2S-P1; BO-4B-2S-TB-E1 REV A; BO-4B-2S-TB-E2 REV A; CT+-4B-2S-P1;
CT+-4B-2S-TB-E1 REV A; CT+-4B-2S-TB-E2 REV A; CT+-4B-2S-TB-E3 REV A;
DE-3B-2S-P1-A REV A; DE-3B-2S-P2-A REV A; DE-3B-2S-TB-E1-A REV A;
DE-3B-2S-TB-E2-A REV A; FC-4B-25S-P1 REV A; FC-4B-25S-TB-E1 REV A;
LA-3B-25S-P1; LA-3B-25S-P2; LA-3B-25S-TB-E1 REV A; LA-3B-25S-TB-E2 REV A;
LA-3B-25S-TB-E3 REV A; LY-3B-2S-P1; LY-3B-2S-TB-E1 REV A;
LY-3B-2S-TB-E2 REV A; LY-3B-2S-TB-E3 REV A; LY-3B-2S-TB-E4;
MA-3B-2S-P1; MA-3B-2S-P2; MA-3B-2S-TB-E1 REV A; MA-3B-2S-TB-E2 REV A;
MA-3B-2S-TB-E3 REV A; MA-3B-2S-TB-E4 REV A; MW-5B-25S-P1;
MW-5B-25S-TB-E1 REV A; NA-2B-2S-P1 REV A; NA2B=2S-TB-E1 REV A;
PH-4B-2S-P1; PH-4B-2S-TB-E1 REV A; PH-4B-2S-TB-E2 REV A;
PH-4B-2S-TB-E3 REV A; PO-2B-2S-P1; PO-2B-2S-TB-E1 REV A; PO-2B-2S-TB-E3
REV A; PO-2B-2S-TB-E4 REV A; PW-3B-2S-P1 REV A; PW-3B-2S-TB-E1 REV A;
PW-3B-2S-TB-E2 REV A; RE-4B-2S-P1 REV A; RE-4B-2S-TB-E1 REV A;
RE-4B-2S-TB-E2 REV A; TI-3B-2S-P1; TI-3B-2S-TB-E1 REV A;
TI-3B-2S-TB-E2 REV A; TI-3B-2S-TB-E3 REV A; TI-3B-2S-TB-E4 REV A;
TI-3B-2S-TB-E5 REV A; TI-3B-2S-TB-E6; TU-3B-2S-P1 REV B;
TU-3B-2S-TB-E1 REV A; TU-3B-2S-TB-E2 REV A; WE-4B-2S-P1;
WE-4B-2S-TB-E1 REV A; WE-4B-2S-TB-E2 REV A; WL-3B-2S-P1;
WL-3B-2S-TB-E1 REV A; WL-3B-2S-TB-E2 REV A; WL-3B-2S-TB-E3 REV A;
WL-3B-2S-TB-E4; WW-3B-25S-P1; WW-3B-25S-TB-E1 REV A;
WW-3B-25S-TB-E2 REV A; NOA-3S-TC01-P1 REV A; NOA-3S-TC01-P2 REV A;
NOA-3S-TC01-P3 REV A; NOA-3S-TC01-E1 REV A; TOA-3S-TC01-P1 REV A; TOA-
3S-TC01-P2 REV A; TOA-3S-TC01-P3 REV A; TOA-3S-TC01-E1 REV A; ARA-3S-
TF01-P1 REV A; ARA-3S-TF01-P2 REV A; ARA-3S-TF01-P3 REV A;
ARA-3S-TF01-E1 REV A; HAA-3S-TF01-P1 REV B; HAA-3S-TF01-P2 REV B;
HAA-3S-TF01-P3 REV B; HAA-3S-TF01-E1 REV B; WLA-3S-TF01-P1 REV A;
WLA-3S-TF01-P2 REV A; WLA-3S-TF01-P3 REV A; WLA-3S-TF01-E1 REV A;
WLA-3S-TF01-E2 REV A; WLA-3S-TF01-E3 REV A; WLA-3S-TF01-E4 REV A;
GAR01-R2-TB REV A; GAR02-R3-TB-A; 102205-GAR03-TB REV A;

Documents: Arboricultural Method Statement (Aspect Ecology, March 2024); Flood Risk and Drainage Strategy (Mayer Brown, February 2024); Noise Assessment (Cass Allen, February 2024); Ecological Appraisal (Aspect Ecology, March 2024); Written Scheme of Investigation for an Archaeological Evaluation (Oxford Archaeology, January 2024); School End Phase I Desk Study and Phase II Site Investigation Report (Leap Environmental, July 2022); Stanhope Lines West Phase I Desk Study and Phase II Site Investigation Report (Leap Environmental, July 2022); Landscape Management and Maintenance Plan (Allen Pyke Associates, March 2024); Energy and Sustainability – Carbon Calculation Statement (AES Sustainability Consultants Ltd, January 2024); Affordable Housing Development Zone Strategy and Reserved Matters Statement (Savills, August 2024); Transport Statement (i-Transport, February 2024); Supplementary Transport Note (i-Transport, July 2024) and Supplementary Transport Note (i-Transport, August 2024).

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

Construction Surface Water Management Plan

- 3 Prior to commencement of the development, a Construction Surface Water Management Plan, including measures to prevent safeguard the Basingstoke Canal SSSI against pollution and run/off sedimentation, shall be submitted and approved in writing by the Local Planning Authority in accordance with the recommendations contained within Construction and Environmental Management Plan (Mayer Brown, March 2024) hereby approved. The development shall be carried out in accordance with the Construction Surface Water Management Plan as approved.*

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

Affordable Housing Strategy

- 4 Prior to the commencement of any development above ground floor slab level, an updated Affordable Housing Strategy (AHS) Revision 8 shall be submitted to and approved in writing by the Local Planning Authority, and this condition shall apply notwithstanding any indications to these matters which have been given in this application. The development shall be carried out in accordance with the AHS as approved.*

Reason: To accord with the provisions of the Hybrid Outline Planning Permission and associated s106 Legal Agreement to secure the delivery of affordable housing.

Materials

- 5 Prior to the commencement of any development above ground floor slab level, a schedule of the materials and fenestration (including samples where required by the Local Planning Authority) to be used for the external surfaces of the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority, and this condition shall apply notwithstanding any indications to these matters which have been given in this application. The development shall be carried out in accordance with the approved details prior to first occupation of the relevant part of the development.*

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

Brick Detailing and Projecting Bonds

- 6 Prior to the commencement of any development above ground floor slab level, typical detailed working drawings of brick detailing and projecting bonds for each house type/apartment building (as agreed with the Local Planning Authority) hereby approved shall be submitted to and approved in writing by the Local Planning Authority, and this condition shall apply notwithstanding any indications to these matters which have been given in this application. The development shall be carried out in accordance with the approved details prior to first occupation of the relevant part of the development.*

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

Detailed Planting Plans & Biodiversity Enhancement Measures

- 7 Notwithstanding the details submitted with the application, no part of the residential accommodation hereby approved shall be occupied until details of an appropriate level of biodiversity enhancement, to demonstrate bio-diversity net gain, have been submitted to and approved in writing by the Local Planning Authority. Such details shall include:
- (i) A revised detailed landscaping and planting scheme, to include native planting, wildflower grassland, wetland features (swales) and semi-mature tree planting and other measures to create areas of additional nesting and foraging habitat for nesting birds and commuting bats;
 - (ii) Bat boxes, bird boxes, hedgehog nest homes and hedgehog highways, habitat piles for invertebrates, stag beetle loggeries and bee bricks;
 - (iii) A schedule for implementation of the biodiversity measures together with a management plan; and
 - (iv) Landscaping and planting implementation phasing plan.

The planting scheme so approved shall be implemented in accordance with the approved landscaping and planting implementation phasing plan. Any tree/shrub removed, dying or becoming seriously diseased within five years of planting shall be replaced by trees/shrubs of similar size and species to those originally approved. The biodiversity enhancement measures shall be implemented and managed as approved in accordance with the agreed timescales.*

Reason: In the interests of nature conservation and to increase the biodiversity of the site.

Traffic Calming Measures

- 8 Notwithstanding the details shown on the submitted plans and prior to the first occupation of the development here by permitted, traffic calming measures shall be installed along the two proposed 'green lanes' in accordance with plans which are first submitted to and approved in writing by the local planning authority in consultation with the Highway Authority.*

Reason: In the interests of pedestrian and highway safety

Boundary Treatment

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

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

External Lighting

- 10 Prior to the installation of any external lighting associated with the development hereby approved, a scheme for the provision of external lighting together with an Artificial Lighting Assessment (including the design, duration, intensity of illumination and predicted lighting contours), to accord with the recommendations outlined in paragraph 6.1.5 of the Ecological Appraisal (Aspect Ecology, March 2024) and paragraph 8.2.4 of the Lighting Strategy (Enerveo and Mayer Brown, January 2024) hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. Any external lighting installed shall accord with the details so approved.*

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

Visibility Splays

- 11 The development shall not be brought into use until junction visibility splays and forward visibility splays as indicated on the approved plans, in which there should be no obstruction to visibility exceeding 0.6 metres in height above the adjacent carriageway channel line, have been implemented. Such sightlines shall thereafter be retained for the lifetime of the development.

Reason: To provide and maintain adequate visibility in the interests of highway safety

Parking spaces

- 12 The residents' and visitors' parking spaces (including wheelchair users spaces) shall be laid out and allocated in accordance with drawing 102205-BEL-TV-02 REV D hereby approved prior to first occupation of the part of the development to which they relate, and shall be used only for the parking of vehicles ancillary and incidental to the residential use of the development.*

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

Cycle Parking

- 13 The communal cycle parking stores proposed within the apartment buildings shown on drawing 102205-BEL-TV-02 REV D hereby approved shall be provided prior to the first occupation of apartments to which they relate and kept available at all times thereafter for the parking of bicycles. *

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

Refuse & Recycling Storage

- 14 The refuse and recycling strategy and bin stores shown on drawing 102205-BEL-TV-02 REV D hereby approved shall be implemented prior to the first occupation of the dwellings to which they relate and retained thereafter for the life of the development.

Reason – To ensure the provision of satisfactory facilities for the storage of refuse and recycling.

Arboricultural Method Statement

- 15 The development shall be carried out strictly in accordance with the Arboricultural Method Statement (Aspect Ecology, March 2024) hereby approved. Prior to first occupation of the development (or relevant phase of the development), a completion report shall be submitted to and agreed in writing by the local planning authority, to demonstrate satisfactory compliance with the tree protection measures outlined in the Arboricultural Method Statement as approved.*

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

Construction Environmental Management Plan

- 16 The development shall be carried out strictly in accordance with the Construction and Environmental Management Plan (Mayer Brown, March 2024) hereby approved.

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

Construction Traffic Management Plan

- 17 The development shall be carried out strictly in accordance with the Construction Traffic Management Plan REV B (Mayer Brown, July 2024) hereby approved.

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

Contamination Remediation

- 18 The development shall be carried out strictly in accordance with the School End Phase I Desk Study and Phase II Site Investigation Report (Leap Environmental, July 2022); Stanhope Lines West Phase I Desk Study and Phase II Site Investigation Report (Leap Environmental, July 2022) hereby approved.

Reason - To safeguard future occupiers of the development

Noise Attenuation

- 19 The development shall be carried out strictly in accordance with the mitigation described within the Noise Assessment ref: RO01-23276-R0 (Cass Allen, February 2024) hereby approved. The internal and external noise levels mitigation shall be implemented prior

to first occupation of the development to which it relates and thereafter retained for the life of the development*

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

Archaeology

- 20 The development shall be carried out strictly in accordance with the methodology and recommendations contained within the Written Scheme of Investigation for an Archaeological Evaluation (Oxford Archaeology, January 2024) hereby approved.

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

Sustainable Water Use

- 21 The dwellings hereby permitted shall be designed and implemented to meet the water efficiency standard of a maximum of 110 litres per person per day.

Reason - To ensure that the development makes efficient use of mains water in accordance with Policy DE4 of the Rushmoor Local Plan.

Hours of Construction

- 22 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.

Removal of PD Rights - Porches

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

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

Removal of PD Rights – Roof Extensions

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

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

No Alterations to Garage Doors

- 25 Notwithstanding the provisions of Class E, Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England), Order 2015 (or any Order revoking and re-enacting that Order), no alterations to the principal elevation (including removal of garage door) of the private garages hereby approved, shall be carried out without the prior permission of the Local Planning Authority.

Reason - To safeguard the character and appearance of the development.

INFORMATIVES

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

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

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

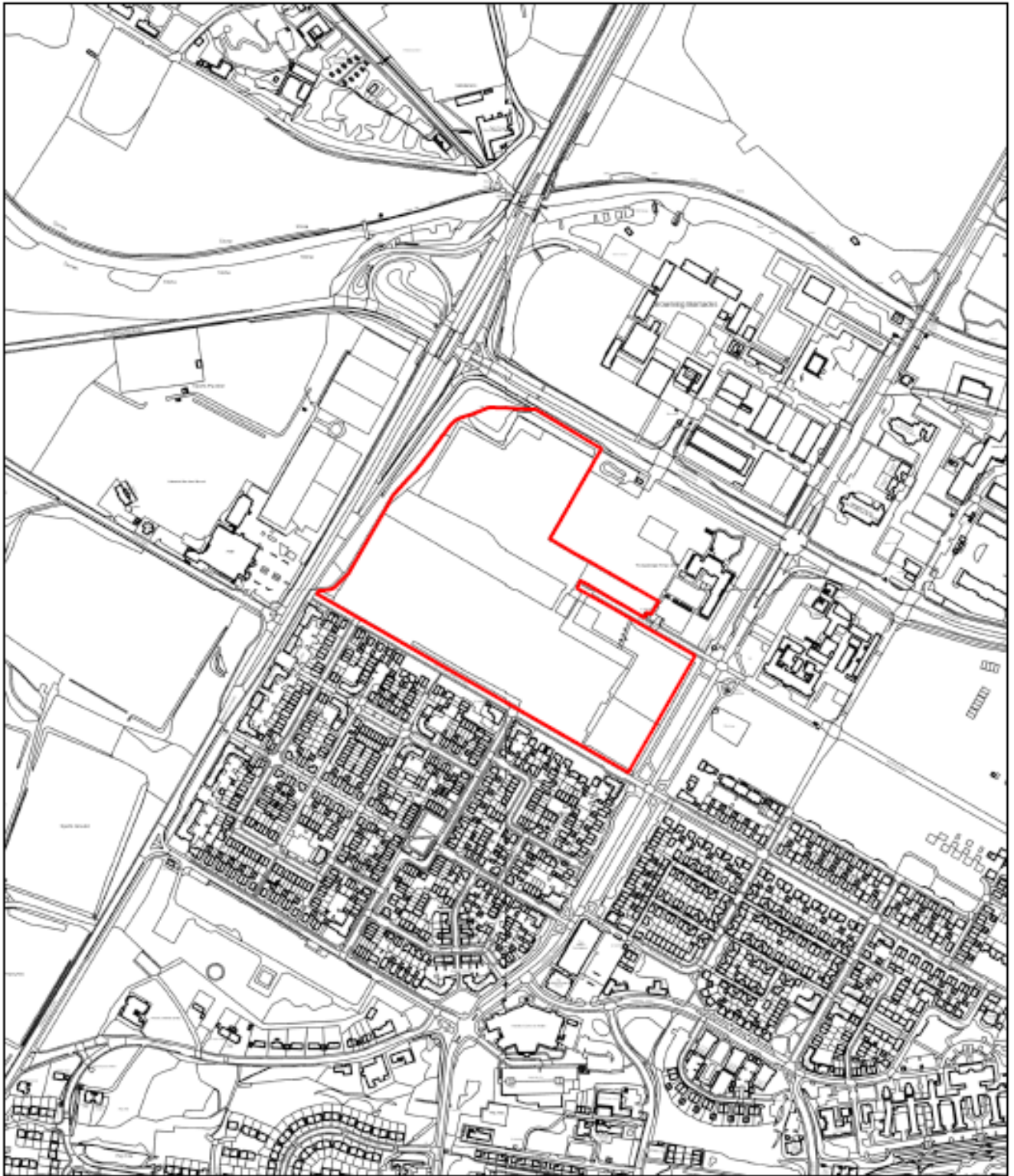
The Council's adopted supplementary planning documents (SPDs) 'Car and Cycle Parking Standards', 2024, Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (AMS) as updated April 2024 and Aldershot Military Conservation Area Appraisal and Management Plan (RBC, February 2021) are relevant. The *National Planning Policy Framework (NPPF)*, which came into force on 19th February 2019 (updated December 2023), and The Department for Communities and Local Government's Technical Housing Standards (March 2015) are also material considerations.

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


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

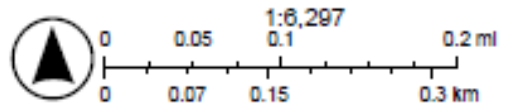
2. INFORMATIVE - Your attention is specifically drawn to the conditions marked *. These condition(s) require the submission of details, information, drawings etc. to the Local Planning Authority BEFORE WORKS START ON SITE or, require works to be carried out BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING. Failure to meet these requirements is in contravention of the terms of the permission and the Council may take enforcement action to secure compliance. As of April 2008 submissions seeking to discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.
3. INFORMATIVE -The Applicant is reminded that there are a number of conditions attached to the original hybrid outline planning permission (ref:12/00958/OUT) which remain applicable to the Reserved Matters Area and may require details to be approved prior to the commencement of development.
4. INFORMATIVE - The Applicant is reminded that this permission and the original hybrid outline planning permission (ref:12/00958/OUT) is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
5. INFORMATIVE – The Applicant is advised that where refuse vehicles would be expected to enter private courtyard areas, the road surface must be suitable for a 32-tonne vehicle.
6. INFORMATIVE - In the UK all species of bats are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and under Schedule 2 of the conservation (Natural Habitats & c) Regulations 2004. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works would constitute an offence. If bats or signs of bats are encountered at any point during development then all works must stop immediately and you should contact Natural England.
7. INFORMATIVE - All wild birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). If any trees are to be removed or buildings demolished during the bird breeding season (March-September inclusive) they should first be inspected by an experienced ecologist to ensure that no active nests are present. If an active nest is discovered it should be left in situ until the young have fledged.

- 8 INFORMATIVE - The Applicant is advised in respect of Condition 21 (Sustainable Water Use) that compliance with this condition will need to be demonstrated when applying for Building Control Approval for the development. The Council strongly recommends that this condition is implemented having regard to the “fittings approach” set out in Table 2.2 of The Building Regulations 2010 (Part G).
- 9 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.
- 10 The Applicant is advised that the Council holds National Skills Academy for Construction status and works in partnership with the construction industry to maximise employment, skills and social value opportunities from developments locally. Our Economic Development team offers support in preparing and implementing Employment and Skills Plans, along with others, including Job Centre Plus, and in facilitating links with local job seekers, schools, colleges and job centres. For more information, please contact the Council's Employment and Skills Officer, Jennifer Upstill on 07341522109 or jennifer.upstill@rushmoor.gov.uk



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 Planning Application



Farnborough Road



Queens Avenue



Roofed Apartment Units / Porch
 The roof of the building is made of asphalt shingles and has a chimney.



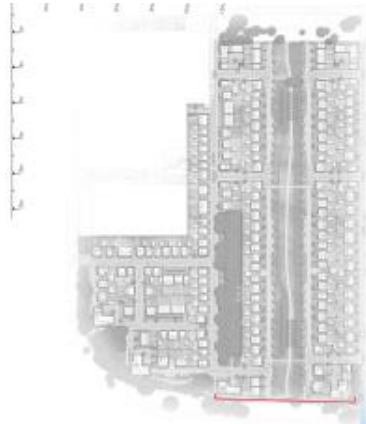
Brick Facing Block
 The brick facing block is made of brick.



Dark Stone or Concrete Porch
 The porch is made of dark stone or concrete.



White Painted Concrete Block
 The concrete block is painted white.



Brick Facing Block
 The brick facing block is made of brick.



Dark Roof Tiles



White Painted Concrete Block



Dark Roof Tiles







Front Elevation



Rear Elevation



Front Elevation



Rear Elevation



16. AND SUBJECTS
DESIGN DESIGN



Gable Roof Elements



Respectful Windows
On exterior windows and porches



Light Blue Main Body



The Subject
Page 07

The Subject
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Dark Wood Panels
On main house front porch



Dark Windows
On main and porch for contrast



The Subject
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Page 09

The Subject
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Front Elevation

Side Elevation



Rear Elevation

Side Elevation



Front Elevation

Side Elevation



Rear Elevation

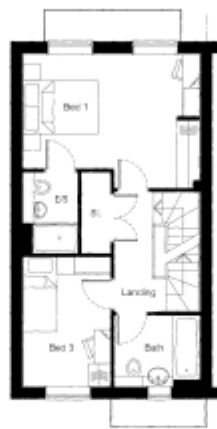
Side Elevation

10m

THE CARTOGRAPHER +



Ground Floor Plan



First Floor Plan



Second Floor Plan