

Annex A

Rushmoor Local Plan

Draft Submission

DRAFT

THE RUSHMOOR LOCAL PLAN

SHAPING OUR BOROUGH UP TO 2032



LOCAL PLAN

DRAFT SUBMISSION - MAY 2017



Rushmoor Local Plan Draft Submission

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The Rushmoor Local Plan 1

1 The Rushmoor Local Plan

1.1 What Is the Rushmoor Local Plan?

1.1 The Rushmoor Local Plan will guide the location, scale and type of future development in Rushmoor Borough up to 2032 and provide detailed development management policies to be used in determining planning applications.

1.2 Once adopted, the Local Plan will replace two existing planning documents, namely the Core Strategy (adopted 2011) and saved policies from the Rushmoor Local Plan Review (adopted in 2000).

1.3 The Rushmoor Local Plan will be used to:

- Guide the location, scale and type of future development in Rushmoor Borough up to 2032;
- Help to deliver land use elements of other plans and strategies which affect the Borough; and
- Inform decisions on planning applications.

1.4 The policies and allocations in this document cover a number of issues, including:

- The provision of new housing to meet identified need, including market/affordable need, planning for Travellers' needs and meeting the needs of an ageing population;
- The protection and provision of employment floorspace to meet identified need;
- New open space associated with new development;
- The protection of trees and green spaces;
- Site allocations, such as housing, employment and open space;
- The protection of heritage assets;
- Good design;
- Flood risks from all sources;
- Telecommunications;
- The location and types of development in Aldershot and Farnborough town centres and North Camp District Centre;
- The role and future use of local shopping facilities; and
- Policies relating to the future of Farnborough Airport.

1.5 The Rushmoor Local Plan policies have been prepared in the context of other local strategies, including those prepared by Rushmoor Borough Council (RBC) and other partners (for example, the Enterprise M3 Local Economic Partnership (LEP) and Hampshire County Council). These links are set out in more detail in Section 2 of this document.

Timetable

1.6 The timetable for the preparation of the Rushmoor Local Plan is as follows:

Stage	Dates
Consultation on a 'Preferred Approach' Local Plan	June - July 2015

1 The Rushmoor Local Plan

Stage	Dates
Publication of a 'Draft Submission' Local Plan for Comments (this stage)	May/June 2017
Submission of the Local Plan to the Planning Inspectorate	October 2017
Local Plan Examination	January/February 2018
Local Plan Adoption	Summer 2018

1.2 What Is the Purpose of this Version of the Local Plan?

1.7 This version of the Local Plan is known as the 'Draft Submission' version of the Local Plan. It sets out a final draft of the Local Plan that the Council believes will deliver sustainable development in the Borough up to 2032. It has been informed by previous consultations and a robust evidence base, prepared in partnership with neighbouring authorities, where appropriate. Comments made on the Draft Submission Local Plan will be forwarded to the Planning Inspectorate as part of the process of independent examination of the content of the Local Plan by a Planning Inspector. Further information on the examination of local plans can be viewed at <https://www.gov.uk/government/publications/examining-local-plans-procedural-practice>.

1.3 How Can I Make Comments?

1.8 Comments can be made on the Draft Submission Local Plan by the methods set out below. Comments must be made between 5th May 2017 and 16th June 2017 inclusive. As this is a formal stage in the preparation of the Local Plan, it is important that you submit your comments within this six-week period to ensure that they are considered by the Inspector.

1.9 There are a number of different ways in which you can make your comments. The Council would prefer that you respond to this document by making comments online at www.rushmoor.gov.uk/newlocalplan.

1.10 Alternatively, comments can be emailed to plan@rushmoor.gov.uk.

1.11 A response form for making comments on paper can also be downloaded from www.rushmoor.gov.uk/newlocalplan and can be returned by post or by hand to:

Rushmoor Borough Council
 Planning Policy and Conservation
 Council Offices
 Farnborough Road
 Farnborough
 Hampshire
 GU14 7JU

1.12 Please note that comments cannot be treated as confidential.

The Rushmoor Local Plan 1

1.13 At this stage, comments are sought on whether the Local Plan is 'sound'. This means:

- Has the Council followed the correct procedures in preparing the Local Plan?
- Is it based on a proportionate evidence base?
- Is it the most appropriate approach?
- Can it be delivered?
- Can it take account of changing circumstances (is it flexible)?
- Can it be monitored?

1.14 Consideration of these issues will guide the Planning Inspector in determining whether the Local Plan is 'sound' and (perhaps with some changes) can be adopted.

1.15 If you are making comments because you do not agree with one or more parts of the Local Plan, you should explain in what way(s) you think the Local Plan is 'unsound' and what change(s) should be made to make it 'sound'.

1.4 What Will Happen to My Comments?

1.16 Your comments will be sent to the Secretary of State in Autumn 2017, along with the 'Draft Submission' Local Plan for consideration by a Planning Inspector. Following an Examination, the Inspector will make recommendations to the Council on any changes which are required prior to adoption of the Plan.

1.17 Please note that only comments made at this stage are considered by the Inspector. Hence, it is important that you make your views known (both support and objection), even if you made comments at the 'Preferred Approach' consultation stage, particularly if they remain valid and you want them to be considered by the Inspector.

1.5 Contact Details

1.18 If you have any queries regarding this document, please do not hesitate to contact a member of the Planning Policy team at plan@rushmoor.gov.uk or by telephone on 01252 398789.

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2 Context

2 Context

2.1 In preparing the Local Plan, the Council must have regard to other local, regional and national plans and strategies which relate to the future development of the Borough, along with other relevant evidence. These include the following:

- Local plans and strategies (for example, the Rushmoor Sustainable Community Strategy);
- National planning policy and guidance;
- Social, environmental and economic evidence (summarised in Section 3 of this Local Plan);
- Feedback from previous consultations (referred to in this document, where appropriate);
- Sustainability Appraisal;
- Habitat Regulations Assessment; and
- Cross-boundary issues, partnership working and co-operation.

2.2 Key documents are set out in brief below and, along with other relevant plans and strategies, are referred to throughout this Local Plan as appropriate.

The Core Strategy

2.3 The Rushmoor Core Strategy was adopted in October 2011 and set out a strategic framework for development up to 2027. It contained policies related to particular places in the Borough, as well as a number of topic-based Borough-wide policies. The planning framework of the Core Strategy has been the starting point for preparing the new Local Plan.

Rushmoor Borough Council Plan 2017 - 2018

2.4 Guided by the Council's overarching purpose (*'Rushmoor Borough Council, working with others to improve the quality of people's lives'*), the Council Plan sets out four priorities to be delivered by a number of actions, with a list of activities that underpin those actions.⁽¹⁾ These priorities are:

- Sustaining a thriving economy and boosting local business;
- Supporting and empowering our communities and meeting local needs;
- Cleaner, greener and more cultural Rushmoor; and
- Financially sound with services fit for the future.

2.5 Policies and proposals in the Local Plan help to deliver a number of the actions which are set out under these four priorities.

Rushmoor Sustainable Community Strategy 2010 - 2026

2.6 The Rushmoor Strategic Partnership is a non-statutory organisation comprising representatives from the public, private and voluntary sectors. It is responsible for producing and implementing the Rushmoor Sustainable Community Strategy which sets out a vision, priorities and a number of detailed actions. The current Strategy, available to view at www.rushmoor.gov.uk/rsp, was produced in 2010 and runs to 2026. It contains the following vision:

¹ The Council Plan is available to view at www.rushmoor.gov.uk/councilplan.

Sustainable Community Strategy Vision

Rushmoor 2026 will be:

A thriving, innovative and attractive Borough, proud of its heritage.

Rushmoor, a place:

- Where people are happy, healthy, safe and have a bright future;
- Which is green, open and bright;
- Which is easy to get around;
- Which has great places to go and lots to do; and
- With a prosperous and sustainable economy.

2.7 Through its land use planning role, the Local Plan will help to deliver and protect the green and built infrastructure to support the Sustainable Community Strategy's vision.

South East Plan

2.8 The South East Plan (2009) set out regional policies for the South East up to 2026. However, in March 2013, the Government revoked the South East Plan with the exception of Policy NRM6, which relates to the Thames Basin Heaths Special Protection Area. This policy affects Rushmoor Borough and was therefore considered in preparing the Local Plan.

Enterprise M3 Strategic Economic Plan

2.9 Since the adoption of the Core Strategy, the Enterprise M3 Local Enterprise Partnership (LEP) has made significant progress in setting out the economic direction for the Enterprise M3 area. In 2014, it produced a Strategic Economic Plan (SEP) which sets out future economic growth targets and aspirations for specific places within the LEP area⁽²⁾ Those relevant to Rushmoor are as follows:

Aldershot: identified as a 'Step-Up Town', which is an area of latent economic potential and which currently experiences barriers to growth that impact upon the performance of the Enterprise M3 area.

Farnborough: identified as a 'Growth Town', along with Basingstoke, Guildford and Woking. Together, the 'Growth Towns' are expected to deliver about one-third of the jobs and GVA in the Enterprise M3 area. Ensuring their continued success is therefore fundamental to the economic growth of the LEP area as a whole.

2.10 The LEP SEP identifies growth packages for each of these towns, and the Local Plan provides a land use planning framework which supports the aims and objectives of these growth packages. Further detail is set out in Paragraphs 3.6 to 3.8.

² The Enterprise M3 LEP Strategic Economic Plan is available to view at www.enterprisem3.org.uk/strategic-economic-plan.

2 Context

National Planning Policy, Legislation and Guidance

2.11 The Government has produced national planning policy known as the National Planning Policy Framework (NPPF, 2012), Planning Policy for Traveller Sites (PPTS, 2015) and national guidance to support this in the form of National Planning Practice Guidance (NPPG, 2014). Together, these publications set out overarching policy and guidance on a wide range of planning-related topics, and the Local Plan must reflect the policies and guidance therein.

2.12 In addition, other legislation affects the preparation and content of the Local Plan; for example, 'permitted development rights' allow the change of use of buildings through a process of 'prior approval' rather than planning permission (for further information, see www.rushmoor.gov.uk/article/1453/Do-I-need-planning-or-building-control-permission). The Government continues to extend the options for buildings to change from one use to another without planning permission. Examples include the conversion of offices to residential use, and the change of an A1 (retail) use to an A2 (service) use. Such 'permitted development rights' have been taken into account in preparing Local Plan policies that relate to potential planning applications for changes of use.

Sustainability Appraisal

2.13 The Local Plan must be assessed to ensure that it will contribute to sustainable development. This process is known as Sustainability Appraisal. The overall planning strategy and policy approaches and allocations must be tested against a number of social, economic and environmental objectives to identify that they are the most sustainable when considered against reasonable alternatives. The first stage of the Sustainability Appraisal process was the production of a Scoping Report in 2014 which sets out the social, environmental and economic baseline against which the policies and proposals will be assessed.

2.14 A Sustainability Appraisal (SA) report supports, and should be read alongside, this 'Draft Submission' Local Plan. The SA itself is also subject to a six-week consultation between 5th May 2017 and 16th June 2017 and can be viewed at www.rushmoor.gov.uk/newlocalplan.

Habitat Regulations Assessment

2.15 The Council has produced a Habitats Regulation Assessment (HRA) to support the Draft Submission Local Plan. This can be viewed at www.rushmoor.gov.uk/newlocalplan. The objective of the HRA is to identify any areas of the Local Plan that have the potential to cause an adverse effect on Natura 2000 or European Sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar Sites), either in isolation or in combination with other plans and projects, and to devise appropriate mitigation strategies where such effects are identified. The whole of Rushmoor Borough lies within five kilometres of the Thames Basin Heaths SPA (TBH SPA), and it is therefore relevant to consider these issues.

2.16 Supplemented by detailed transport work which assessed the impact of the policies and proposals in the Draft Submission Local Plan on air quality, the HRA confirms that the recreational impacts of proposed development on European sites can be mitigated. Further details on the Thames Basin Heaths Special Protection Area can be found in a TBH SPA topic paper produced alongside this Local Plan. The HRA and the TBH SPA topic Paper are available at www.rushmoor.gov.uk/newlocalplan.

Strategic Priorities and the Duty to Co-operate

2.17 The Council has a legislative duty to co-operate on planning issues that cross administrative boundaries, particularly those relating to strategic priorities set out in Paragraph 156 of the National Planning Policy Framework. The Council has therefore worked with adjoining local authorities and other agencies to plan at a level that is wider than just Rushmoor's administrative boundary for certain land uses, most notably housing and employment.

2.18 This work has been ongoing, founded on partnerships built prior to the preparation of this Local Plan. Work under the 'Duty' has continued to evolve through constructive and active work with neighbouring authorities and key partners in connection with the preparation of the Plan, and has focused on achieving outcomes that are deliverable in order to address effectively planning issues that cross local authority boundaries. This is set out in detail in the Duty to Co-operate Statement of Compliance, which can be viewed at www.rushmoor.gov.uk/newlocalplan.

2.19 The key strategic priorities that cross administrative boundaries, and which are relevant to the delivery of the Local Plan strategy are set out below. Their land use planning implications are addressed, both directly and indirectly, under the relevant sections in this Plan, and policies are often reflective of the cross-cutting nature of the strategic priorities.

- Housing (including Traveller site provision);
- Employment land and economic development;
- Natural environment (including the Thames Basin Heaths Special Protection Area);
- Climate change, water supply and waste;
- Flooding;
- Transport; and
- Healthcare provision.

3 Spatial Portrait

3 Spatial Portrait

3.1 Portrait of the Borough

The Borough of Rushmoor

3.1 The Borough of Rushmoor lies approximately 30 miles south-west of London in north-east Hampshire adjacent to the Surrey and Berkshire borders. It is a relatively small (3,905 hectares), highly urbanised and densely populated Borough, with a comparatively well-defined built-up area made up of two major settlements whose boundaries adjoin one another:

- Aldershot, in the south of the Borough (population: 36,321)⁽³⁾
- Farnborough, in the north of the Borough (population: 57,486)⁽⁴⁾

3.2 Definitive in terms of the Borough's heritage, Aldershot Garrison lies to the north of Aldershot Town Centre and is known as the 'home of the British Army'. The Garrison comprises around 11,500 people, including resident troops, soldiers in transit on courses, civil servants, contractors and dependents.

3.3 Similarly intrinsic to Rushmoor's heritage, Farnborough is known internationally for British aerospace research, and Farnborough Airport, the UK's first airfield, celebrated 100 years of continuous operation in 2008. The Airport lies to the south of Farnborough and was originally a government airfield. Having been declared surplus to requirements in 1994, it developed into a business aviation centre and is now the UK's only dedicated business Airport. It is also home to the biennial Farnborough International Airshow.

3.4 The northern and eastern parts of the Borough are mainly urban in character. The Borough is bounded in the east by a combination of the Blackwater Valley Relief Road and the River Blackwater. In general, land in the west of the Borough has an international, national or local nature conservation designation, is Ministry of Defence (MoD) training land or is part of Farnborough Airport.

Sub-Regional Context

Transport

3.5 In terms of the sub-regional context, in transport terms, the area benefits from good strategic road and rail links to London, the Midlands and the south coast. There is good access to Gatwick Airport by rail and to Heathrow and Southampton Airports by road. Locally, Farnborough Airport is important for business travel. The M3 links the area to the south coast, the ports of Portsmouth and Southampton and the west of London. The close proximity of the Borough to the M4, M25, A34 and A303 means that the area is well connected to the strategic road network in all directions.

3 Census (2011).

4 Census (2011).

Spatial Portrait 3

Enterprise M3 Local Enterprise Partnership

3.6 With regard to the sub-regional economic context within which Rushmoor sits, the Enterprise M3 Local Enterprise Partnership (LEP) Strategic Economic Plan (SEP, 2014) (Paragraph 1.8) identifies the vision for the Enterprise M3 area as *'the premier location in the country for enterprise and economic growth, balanced with an excellent environment and quality of life'*. The SEP identifies that the LEP area has world-class sectors in ICT and digital media, pharmaceuticals, aerospace and defence, and professional and business services which are supported by knowledge-based businesses, traditional and high-value manufacturing and services, and world-class higher-level skills. These four sectors are also identified as priority sectors by the LEP.

3.7 The SEP maps the key economic assets of the LEP. The following are located within Rushmoor:

- Aldershot Garrison;
- BMW;
- Farnborough College of Technology;
- Fluor;
- QinetiQ/Cody Technology Park; and
- TAG Farnborough.

3.8 The SEP identifies Aldershot as a 'Step-Up Town' and Farnborough as a 'Growth Town'. To support these designations, the LEP is proposing growth packages for both towns.

Settlement	Growth Package
Aldershot	<p>Collaboration with partners to ensure the successful delivery of the Wellesley development.</p> <p>Town Centre regeneration to unlock housing, alongside new retail, cultural and leisure uses.</p> <p>A sustainable transport package, including improvements to Aldershot Railway Station access and interchange.</p>
Farnborough	<p>A package of highway projects to address congestion in Farnborough, such as capacity improvements on the A325, A327 and A3011.</p> <p>Sustainable transport package to improve access to Blackwater Valley, Farnborough Business Park and the Town Centre.</p> <p>University Centre Farnborough.</p> <p>The creation of a new Regional Centre of Excellence for Aerospace and Defence.</p>

3 Spatial Portrait

Functional Economic Area

3.9 The National Planning Policy Framework (NPPF) requires local authorities to work together on strategic planning issues. National Planning Practice Guidance (NPPG) clarifies the need for local authorities in the same functional economic market area to work together to identify development needs, because such needs *'are rarely constrained precisely by local authority administrative boundaries'*.

3.10 The geography of economic activity is increasingly complicated. People often live, work and undertake leisure activities in different administrative areas. Functional economic geographies relate to the real area within which an economy operates, rather than simply following administrative boundaries.

3.11 By way of context, the Blackwater Valley, within which Rushmoor is situated, has seen rapid growth over the last 30 years in response to previous regional policy. The area is characterised by a buoyant economy, with high-technology industries strongly represented alongside traditional and advanced manufacturing. It is strategically well placed with good access to airports, the national rail network and a strategic road network which provides particularly good access to Europe, London and the Thames Valley, and other parts of the South East. The Borough makes a substantial contribution to the Blackwater Valley by being located in the centre of this large urban area.

3.12 In order to inform the preparation of the new Local Plan, the Council published a Functional Economic Area Analysis report in October 2014, which corroborated that it should continue to work with Hart and Surrey Heath councils to produce an update to the 2009 Joint Employment Land Review, based on the same geography as previously. This approach was endorsed in similar analyses of economic matters by both Hart and Surrey Heath councils, such that the terms of reference of the Hart, Rushmoor and Surrey Heath Joint Member Liaison Group were amended in 2015 to include the consideration of planning strategically across boundaries for employment needs.

Housing Market Area

3.13 The NPPF also requires local authorities within the same housing market area (HMA) to work together to identify and meet housing needs within the HMA in the first instance. A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work.

3.14 The Strategic Housing Market Assessment (SHMA, 2016) identifies significant housing linkages between Rushmoor, Hart and Surrey Heath's administrative areas. In terms of migration, Rushmoor, Hart and Surrey Heath are linked closely to one another. The SHMA also identifies that there are key travel-to-work flows between the three authorities. It therefore concludes that the three authorities comprise a housing market area, which corroborates the long history of the authorities working together in terms of planning to determine and meet housing needs at a strategic level.

3.15 In the first instance, national planning policy requires unmet housing needs to be addressed by adjoining local planning authorities that form part of a housing market area. Only once these opportunities have been exhausted through the plan-making process would the search area extend in terms of a wider request to establish opportunities to meet any unmet housing needs. For the purpose of this Local Plan, work on establishing and meeting housing needs has therefore focused on joint working with Hart

Spatial Portrait 3

and Surrey Heath councils. The process to achieve this, and the outcomes arising from it, are documented in more detail in the Duty to Co-operate Statement of Compliance. The strategy of the Local Plan reflects the outcome of this work under the Duty to Co-operate.

3.2 Key Challenges

3.16 The following tables provide an overview of the main strategic (wider than just 'Rushmoor') and local issues and challenges that are relevant to the Local Plan. Whilst they are set out under different topic areas, many of the issues are inevitably interlinked. Unless otherwise stated, all statistics include army personnel.

Housing
<p>Context</p> <p>Rushmoor is located in a housing market area with Hart District and Surrey Heath Borough. Building on past working relationships on understanding and planning for cross-boundary housing needs, the three authorities commissioned a joint Strategic Housing Market Assessment (SHMA). The 2016 version was published in January 2017.</p> <p>The SHMA identifies that in Rushmoor:</p> <ul style="list-style-type: none"> • There has been net in-migration of younger people in their early 20s and net out-migration of older age groups and families. However, the population is still ageing; • The current housing stock contains a high proportion of semi-detached and terraced houses, with significantly fewer detached properties (17%) than the wider Housing Market Area (22%) and South East region (28%); • The proportion of home owners is below that of the South East region but in line with England as a whole; • Average house prices increased by 27% between 2010 and 2015; • The household income required to purchase a property in the lowest quartile of house prices (£197,000) would be £41,600; • Households need an income of £26,000 to afford one of the lowest priced (lower quartile) private rented properties; • One-fifth of private and social rented dwellings are overcrowded, that is, lacking in one or more bedrooms. This means that as families grow, they often spend a long time waiting to be rehoused, and many will never be re-housed because of the lack of larger social rented properties available. <p>The SHMA sets out the overall number of new homes needed in the HMA and establishes Rushmoor's proportion of this. The outcome for Rushmoor of planning jointly to meet housing needs is detailed in the Spatial Strategy (Section 6.2 of this Plan).</p> <p>There are just over 36,300 homes in Rushmoor, of which 64% are owner occupied, 18% private rent, 16% affordable rent and 2% shared ownership. Whilst property prices remain lower than neighbouring local authority areas, the need for affordable homes in the Borough is still much greater than supply.</p>

3 Spatial Portrait

Housing	
Sustainability Appraisal Objective	<p>Objective 1: To maximise the opportunity for everyone to have a decent and affordable home.</p> <p>Objective 2: To facilitate the improved physical health and mental well-being of the population and reduce inequalities in health.</p>
Key Challenge 1	Meeting the Borough's housing needs and working with HMA partners to meet housing needs across the HMA.
Role of the Local Plan	<p>To identify how much, when and where new housing will be delivered in the Borough.</p> <p>To establish an appropriate proportion of different housing mix and tenures, including meeting the forecast increase in older persons.</p> <p>To secure the delivery of affordable housing.</p>

Retail	
Context	
<p>Retail provision in the Borough is centred on Aldershot and Farnborough town centres, North Camp District Centre and a range of local centres. In Farnborough, there is also an out-of-centre retail park (Farnborough Gate/Blackwater Valley Retail Park) and an edge-of-centre retail park (Solartron Retail Park) which is being supplemented by the construction in 2017 of additional bulky retail provision at the former Pyramid House site.</p> <p>There is a need to continue to attract additional retail investment to Aldershot and Farnborough town centres to underpin their regeneration. At present, there is an outflow of comparison shopping expenditure from Rushmoor to competing towns, such as Camberley, Basingstoke and Guildford, and there is therefore a need to continue to strengthen the roles of Farnborough and Aldershot town centres within the Blackwater Valley.</p> <p>It is important to retain the role of North Camp as a district centre and as a provider of a range of specialist retailers, particularly small independent traders.</p>	
Sustainability Appraisal Objective	Objective 4: To increase the vitality and viability of Aldershot and Farnborough town centres and North Camp District Centre.
Key Challenge 2	The regeneration of Aldershot and Farnborough town centres and the maintenance of the vibrancy of North Camp District Centre.

Spatial Portrait 3

Retail	
Role of the Local Plan	<p>Identify the future role of each centre and appropriate levels and types of development.</p> <p>Require a high-quality environment.</p> <p>Promote accessibility/transport improvements.</p> <p>Protect and enhance the vitality of the town centres.</p>

Employment
<p>Context</p> <p>Rushmoor is a strong business location because of its access to London; proximity to Heathrow Airport, Gatwick Airport and Farnborough Airport; comparatively low costs compared to neighbouring authorities; and its positive image boosted by links to Farnborough Airport and the Airshow. Farnborough is recognised as a strong office location with a number of high-quality edge-of-town developments, including Farnborough Business Park, whilst Aldershot is recognised as having a strong industrial cluster that benefits from good access to the local and strategic highway network. This context sits within that of the wider Functional Economic Area (FEA), which includes Hart District and Surrey Heath Borough. Together, Rushmoor, Hart and Surrey Heath have prepared a joint Employment Land Review (published in January 2017). This identifies that future demand for office and industrial land will be in a tight demand/supply balance over the Plan period and provides the evidence to support the identification and protection of Strategic and Locally Important Employment Sites in development plans in the FEA as part of a wider approach to meeting employment land needs.</p> <p>The Borough has a higher proportion of employees working in knowledge-based industries than the national and regional averages, and there are a relatively large number of medium and large knowledge-based employers. Rushmoor has a particular strength in the research and development sector, particularly in aeronautics and defence.</p> <p>Farnborough Airport is one of the Borough's largest employers, with around 1,100 jobs based there.⁽⁵⁾ This is likely to increase over the Plan period, given the permitted increase in annual flight movements to 50,000 by 2019. Operations at the Airport have been estimated to generate almost £26 million of income annually to the local economy and £85 million at a regional level. The Inspector's report into the 2010 Airport appeal recognised that the Airport makes a significant contribution to the economic well-being of Rushmoor and the surrounding area and that growth of up to 50,000 annual flight movements will produce significant employment benefits to Rushmoor and the surrounding area.</p> <p>Commercial offices form the largest proportion of the Borough's employment space, with factories and warehousing comprising lower proportions.</p>

3 Spatial Portrait

Employment

Historically, the Borough has had low unemployment rates but, not unexpectedly, these have risen in times of recession. Residents of Rushmoor are generally relatively well paid compared to the south east of England. However, they are not as well paid as the average for people who work in Rushmoor, indicating that some of the higher paid jobs are filled by people who live outside the Borough.

Sustainability Appraisal Objective

Objective 5: To improve accessibility for all to services, employment and recreational opportunities.

Objective 13: To improve enterprise performance and to promote and encourage a buoyant and diverse local economy which provides jobs to match the skills and needs of local residents.

Objective 17: To promote appropriate and safe use of land in and close to Farnborough Airport and to alleviate concerns over the safety of airport operations.

Key Challenge 3

To deliver an appropriate supply and mix of employment land and premises to encourage economic growth and prosperity, to create a buoyant and diverse local economy, and to contribute towards delivering the employment needs of the Hart, Rushmoor and Surrey Heath Functional Economic Area.

Role of the Local Plan

To protect existing, and to provide additional, employment opportunities of an appropriate mix and type to provide a balanced economy.

To provide an appropriate mix of jobs for local residents in order to provide the opportunity to reduce the need to commute.

To support the development of existing businesses and to provide opportunities for new businesses to locate into the Borough in order to support the wider Functional Economic Area.

To support the future of business aviation and the Airshow at Farnborough Airport.

Education, Training and Skills

Context

Although they are not poorly qualified, Rushmoor's residents are not as well qualified as residents of neighbouring local authorities. There are particular differences in the proportions of residents attaining the highest qualification levels (degree and/or qualified professions) when compared to neighbouring

Spatial Portrait 3

Education, Training and Skills

authorities. There is also a greater proportion of residents that do not have any qualifications, and GCSE results in the Borough are in the bottom 10% nationally based on school location. Low attainment levels in the Borough correspond to local areas of deprivation.

The wages of people living in Rushmoor are lower than people working in the Borough. Low skill levels can affect detrimentally employment prospects. Rushmoor's residents also earn less than the average for Hampshire, the South East and Britain. It is important to ensure that training meets the needs of local employers and that it engages all sectors of the community.

It is likely that there will be a requirement for additional school places during the period covered by the Local Plan. Additional primary and pre-school accommodation will be provided as part of the Wellesley development. Increased demand for secondary places will be accommodated within existing school sites.

Farnborough Sixth Form and Farnborough College of Technology cater for secondary school leavers. At the Sixth Form, students can take Level 3 courses, including A Levels, BTECs and Cambridge Technicals. There are also Level 2 vocational courses. At the College of Technology, there are a range of study options, including Apprenticeships, A Levels and practical qualifications, such as certificates and diplomas. In addition, the Technical College offers Higher Education courses and adult learning courses. Ofsted rates both providers as outstanding.

<p>Sustainability Appraisal Objective</p>	<p>Objective 3: To reduce relative deprivation and social exclusion and to promote an equal society.</p> <p>Objective 13: To improve enterprise performance and to promote and encourage a buoyant and diverse local economy which provides jobs to match the skills and needs of local residents.</p> <p>Objective 14: To raise the level of educational attainment and to encourage the development of skills in children, young people and adults.</p>
<p>Key Challenge 4</p>	<p>To improve education and skills levels.</p>
<p>Role of the Local Plan</p>	<p>To provide support to, and opportunities for, the development of improved/additional education and training opportunities at all levels.</p>

3 Spatial Portrait

The Built Environment

Context

The urban areas of Rushmoor have distinctive local characteristics that relate to the Borough’s history and how and when the towns have developed.

The development of Aldershot is linked intrinsically to the growth of the Army. The Aldershot Camp was established as a permanent military barracks to house troops returning from the Crimean War. Gradually, the camps were provided with facilities and infrastructure, such as schools, a hospital and a power station. Some of the roads were built wider than usual to accommodate a marching army. Much of this built form remains today and includes important individual buildings, such as the Grade II listed Cambridge Military Hospital.

At the start of the 20th century, His Majesty’s Balloon Factory was set up on Army training land in Farnborough, and the first recorded flight with a powered aircraft took place, piloted by Samuel Cody, in 1908. Individual buildings, such as the wind tunnels on IQ Farnborough, provide important links to this aviation history.

The growth of these settlements led to new commercial centres being built and new streets being laid out to the north of the Camp in the area now known as North Camp. There was an expansion of the residential areas in Aldershot and Farnborough to support the Camp and the commercial centre. These new residential areas were of a typical Victorian character.

In the 20th Century, Aldershot and Farnborough expanded rapidly with the in-filling of empty plots and the building of a number of large housing estates with a range of densities and housing types.

As of January 2017, there are 94 listed buildings and structures, and eight designated conservation areas in Rushmoor.

Sustainability Appraisal Objective

Objective 10: To secure the protection and management of listed buildings, conservation areas and other features of historic, landscape and archaeological importance, maintaining and strengthening local distinctiveness and sense of place.

Objective 11: To protect, enhance and manage the character and appearance of landscapes/townscapes and to promote and encourage high-quality design of new development and landscaping.

Objective 15: To create and maintain safer and more-secure communities and to reduce the fear of crime.

Objective 19: To improve and broaden access to, and understanding of, local heritage sites, areas and buildings.

Spatial Portrait 3

The Built Environment	
Key Challenge 5	To protect and enhance the unique character of different parts of the built-up area. To protect, enhance and find long-term uses for the Borough's historical assets.
Role of the Local Plan	<p>To guide development away from sensitive locations.</p> <p>To ensure that development maintains and enhances the quality and character of the built and historic environment.</p> <p>To encourage and direct new and appropriate uses to historical assets.</p>

Climate Change

Context

The implications of climate change have been set out in the UK Climate Projections (UKCP09, June 2009). Although the climate will continue to vary from year to year, the general climate projections for Rushmoor will be as for the rest of the UK and suggest that we can expect the following changes:

- Higher average temperatures, particularly in summer and winter;
- Changes in seasonal rainfall patterns (more rain in winter and less in summer);
- More very hot days and heatwaves;
- More intense downpours of rain; and
- Higher-intensity storms.

As well as changes in average climate, there could be changes in weather extremes. Some weather extremes, such as very hot days and intense downpours of rain, will become more common. Others, such as snowfall, could become less common. Extreme events are, by definition, rare, but they often have the most significant impacts. Unfortunately, they have the greatest impacts on society but are also difficult to predict, so information on future weather extremes is less certain.

Specific Projections in the Short Term (2020s)

There are several variables, most crucially how successful the world is in reducing emissions of carbon dioxide and other greenhouse gases. Based on a medium emissions scenario and the central estimate of the various projections, climate scientists have projected the following climate changes for the south east of England in the 2020s:

- **Winter mean (average) temperature** is projected to be 1.3 °C; it is very unlikely to be less than 0.6 °C and is very unlikely to be more than 2.2 °C.
- **Summer mean (average) temperature** is projected to be 1.6 °C; it is very unlikely to be less than 0.6 °C and is very unlikely to be more than 2.7 °C.

3 Spatial Portrait

Climate Change

- **Summer mean (average) daily maximum temperature** is projected to be 2.1 °C; it is very unlikely to be less than 0.6 °C and is very unlikely to be more than 3.8 °C.
- **Summer mean (average) daily minimum temperature** is projected to be 1.7 °C; it is very unlikely to be less than 0.6 °C and is very unlikely to be more than 2.9 °C.
- **Annual mean (average) precipitation** is projected to be 0% (i.e. no change); it is very unlikely to be less than -5% and is very unlikely to be more than 5%.
- **Winter mean (average) precipitation** is projected to be 6%; it is very unlikely to be less than -4% and is very unlikely to be more than 19%.
- **Summer mean (average) precipitation** is projected to be -8%; it is very unlikely to be less than -26% and is very unlikely to be more than 14%.

In terms of planning decisions, the key climate change risks and planning considerations for Rushmoor over the Plan period relate to:

- **Flooding:** the risk of flooding is limited to only a few small areas of the Borough, and the main risk is riverine flooding. Increasing frequency and severity of storms and other extreme weather events will increase flood risk in vulnerable locations.
- **Heatwaves:** risks to health, well-being and productivity from high temperatures. The number and severity of 'hot days' has been increasing since the 1960s, and 2,000 people a year in the UK currently die from heat-related conditions. The number of elderly people in the Borough is growing and this sector of the population is the most vulnerable to heatwaves. Overheating needs to be a factor in building design, and there is a growing need to provide more areas of shade in public areas.
- **Droughts, wildfires and biodiversity decline:** risks to the diversity of wildlife species and habitats are significant. Droughts increase the risk of wildfires, which damage habitats, and prolonged periods without rainfall can be very damaging, particularly to plants, trees and amphibians. Warmer, wetter conditions averaged through the year will allow some pests and diseases to extend their range, affecting both plants and animals. Soil acidity is also projected to increase, which will damage trees and plants intolerant to these conditions.
- **Water shortages due to droughts:** climate change is predicted to reduce the amount of water that can be withdrawn whilst increasing the demand of irrigation. Even low population growth and modest climate change scenarios suggest severe water supply deficits.

Adapting and Building Resilience to Climate Change

There are many strategies that can be delivered through planning to help address the risks outlined above. The most important strategies are outlined in a sustainable development sub-guide produced by the Hampshire and Isle of Wight Planning Officers Group (Sustainable Design Sub-Group) entitled 'Adapting and Building Resilience to Climate Change', which was published in June 2015. The Council contributed to this document.

Spatial Portrait 3

Climate Change

UK Carbon Reduction Commitments

The Climate Change Act (2008) commits the UK to reducing emissions by at least 80% from 1990 levels in 2050. The Act requires the Government to set legally binding 'carbon budgets'. A carbon budget is a cap on the amount of greenhouse gases emitted in the UK over a five-year period. The first four carbon budgets have been put into legislation and run up to 2027.

In addition, the UK signed the COP21 UN Conference of Climate Change (Paris, 2015) Agreement to limit its emissions to relatively safe levels of 2 °C, with an aspiration of 1.5 °C. The Council has signed the Nottingham Declaration on Climate Change and has made commitments to reduce carbon and to adapt to climate change as part of the Climate Local initiative.

UK Renewable Energy Commitments

The UK is committed to meeting carbon reduction targets set out by the European Commission in the EU Renewable Energy Target, which requires a 20% reduction in carbon dioxide emissions associated with electricity, heating and transport through conversion to renewable energy sources by 2020. The impact of Brexit on this target is uncertain at the current time. The Council has, to date, funded six solar energy schemes on its buildings, totalling 40 kilowatts peak (kWp), and a number of businesses and residents in the area have also invested in solar energy. However, investment in small-scale micro-generation installations has so far been very limited.

Sustainability Appraisal Objective	<p>Objective 7: To improve energy efficiency, to continue reducing waste, to reduce greenhouse gas emissions and air pollution, and to ensure air quality continues to improve.</p> <p>Objective 18: To manage and mitigate the impacts of climate change, including flood risk.</p>
Key Challenge 6	<p>To deliver sustainable development, to reduce carbon dioxide emissions and to mitigate and adapt to the impacts of climate change.</p>
Role of the Local Plan	<p>As a cross-cutting theme, through the interaction of a number of policies:</p> <p>To improve the sustainability of new built development and, where appropriate, existing development, in terms of location and built form.</p> <p>To mitigate and adapt to the impacts of climate change.</p>

Transport and Accessibility

Context

3 Spatial Portrait

Transport and Accessibility

The Borough has good road and rail links. The A331 Blackwater Valley Road runs along the eastern side of Aldershot and Farnborough, providing a link between the A31 and M3. Four rail stations serve the area, with Farnborough Main providing high frequency services to London Waterloo and the south coast. Farnborough North and North Camp provide frequent services to Reading, Guildford and Gatwick Airport, although North Camp is just outside the Borough boundary. Aldershot provides services to London Waterloo, Alton and Guildford.

The urban nature of the Borough means that residents are better able to access a range of facilities by walking and public transport than most Hampshire Districts and Hampshire as a whole, with the exception of access to hospitals.

Approximately 41% of the Borough's residents work within the Borough, and 53% of those who live within Hart, Rushmoor and Surrey Heath work in the Functional Economic Area (FEA). The 2011 Census identifies that there are also significant commuter flows between Rushmoor and the neighbouring boroughs of Guildford and Waverley.

As is the case across the wider sub-region, there is peak-hour congestion, both on rail and road networks. As far as its remit allows, the Council is working with partners, such as the Department for Transport, the Local Enterprise Partnership (Enterprise M3) and rail operators to improve transport infrastructure in the Borough, with the support of Hampshire County Council as highway authority. It is also working with neighbouring authorities, at both district/borough and county level, to understand issues and to promote outcomes in order to address the cross-boundary nature of transport problems and solutions. This work is ongoing and will continue to evolve within the context of all the authorities' respective plans and strategies in order to deliver outcomes over the Plan period. Further detail on joint working on cross-boundary transport matters is detailed in the Duty to Co-operate Statement of Compliance.

Farnborough Airport is the UK's only dedicated business aviation airport with permission to handle up to 50,000 air traffic movements (ATMs) a year by 2019. The planning permission places a number of controls over the use of the Airport relating to the number of flight movements, hours of operation, noise and safety controls, aircraft weight and air quality monitoring.

<p>Sustainability Appraisal Objective</p>	<p>Objective 5: To improve accessibility for all to services, employment and recreational opportunities.</p> <p>Objective 9: To reduce the need to travel, to encourage alternatives to the car and to make best use of existing transport infrastructure.</p> <p>Objective 16: To reduce the proportion of the community adversely affected by noise disturbance from aircraft associated with Farnborough Airport.</p>
<p>Key Challenge 7</p>	<p>To promote and enable sustainable transport in the context of new development through ongoing work with appropriate partners.</p>
<p>Key Challenge 8</p>	<p>To guide future development at Farnborough Airport.</p>

Spatial Portrait 3

Transport and Accessibility

Role of the Local Plan	<p>To seek to minimise the need to travel, promoting sustainable transport alternatives to the car and improving accessibility by all means of transport to local facilities.</p> <p>To ensure appropriate highway improvements and mitigation measures are put in place alongside new development.</p> <p>To support the future of business aviation at Farnborough Airport.</p>
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Flooding and Water Issues

Context
<p>The principal water courses in the Borough are the River Blackwater and the Cove Brook. The Basingstoke Canal crosses the Borough at the southern end of Farnborough Airport.</p> <p>The majority (90%) of the Borough is in flood risk Flood Zone 1 where there is a low probability of river flooding. 7% of the Borough falls within Flood Zone 2, and about 3% is in Flood Zone 3 where the probability of flooding is high. However, climate change is likely to make fluvial flooding more frequent with higher peak flows.</p> <p>The greatest risk of flooding in Rushmoor is from surface water. Most of the soils in the Borough are very permeable, and the water table is high in places, leading to the saturation of the soil and high surface water run-off. Climate change is likely to exacerbate this problem, with increased amounts of water flowing into drainage systems, both in intense summer storms and prolonged winter storms, causing greater rates and volumes of run-off.</p> <p>Surface water flooding also affects water quality. The pollutants in surface water, combined with the low level of natural flow from the River Blackwater and the large number of sewerage treatment works that discharge into it, have resulted in water-quality issues in the River Blackwater and Cove Brook. These watercourses have been targeted for improvement to meet the requirements of the Water Framework Directive.⁽⁶⁾</p> <p>There are also challenges based around water supply and water use. The south east of England is recognised as having ‘serious’ levels of water stress because it is one of the driest parts of the country and has the highest population density and household water use.⁽⁷⁾ Rushmoor’s water is supplied by South East Water, and residents across the area use ten litres per person per day more than the national average. Water resource pressure is likely to further increase as a result of increasing population and climate change, which is expected to bring higher summer temperatures and decreased summer rainfall.⁽⁸⁾ Plans for future water supply are set out in South East Water’s Water Resource</p>

6 The Water Framework Directive requires that there is no deterioration in the status of water bodies and that they should achieve good ecological status by 2027.

7 Environment Agency (2008) Water Resources in England and Wales: Current State and Future Pressures.

8 UK Climate Projections (2009).

3 Spatial Portrait

Flooding and Water Issues

Management Plan. The Council has worked with partners, including the Environment Agency, and Hart and Surrey Heath councils, to commission a water cycle scoping study to ensure that water supply and waste water issues are appropriately addressed in the context of the policies and proposals in the Local Plan, cognisant of the wider cross-boundary context within which these matters sit.

Sustainability Appraisal Objective

Objective 12: To reduce flood risk, including surface water flooding, and to reduce the impact of flooding, to maintain and improve ground and surface water quality, and to encourage sustainable water management.

Objective 18: To manage and mitigate the impacts of climate change, including flood risk.

Key Challenge 9

To ensure that there is no increase in flood risk as a result of new development, to provide adequate water and waste water infrastructure to support sustainable development, and to maintain a healthy water environment.

Role of the Local Plan

As a cross-cutting theme, through the interaction of a number of policies, to mitigate the impacts of climate change and adapt to the effects of climate change.

To guide development away from areas of highest flood risk and ensure that there is no increase in flood risk caused by development.

To protect, manage and improve the quality of the Borough's water environment.

To ensure water infrastructure is provided to meet future level of growth.

To help ensure water efficiency measures in new and existing developments.

The Natural Environment

Context

Before 1850, the majority of the Borough was heathland common, which would traditionally have been farmed. Some of this heathland is part of the Thames Basin Heaths Special Protection Area, which lies partly within the Borough boundary. This is protected by European legislation because of the importance of the habitat for populations of Woodlark, Nightjar and Dartford Warbler.

Spatial Portrait 3

The Natural Environment

The Borough also contains areas designated as Sites of Special Scientific Interest (SSSI) because of their importance at a UK level. These include the Basingstoke Canal and Foxlease Meadows. Of the eleven SSSI units in the Borough, two are identified as being in unfavourable condition and in decline. Locally important examples of habitats and species are protected through the designation of Sites of Interest for Nature Conservation. In total, 95 hectares of the Borough is designated for its nature conservation value.

The green spaces in the urban area, and the green corridors that link them, also provide a valuable amenity that benefits biodiversity and provides recreational opportunities.

The Borough's countryside also provides important social and economic opportunities.

<p>Sustainability Appraisal Objective</p>	<p>Objective 6: To encourage the development of, and participation in, cultural, creative and sporting activity.</p> <p>Objective 8: To conserve and enhance biodiversity throughout Rushmoor and to work to improve and protect the condition of the Thames Basin Heaths Special Protection Area.</p> <p>Objective 20: To maintain and improve soil quality.</p>
<p>Key Challenge 10</p>	<p>Protection and enhancement of important natural environmental assets.</p>
<p>Role of the Local Plan</p>	<p>To guide development away from sensitive locations.</p> <p>To ensure that development maintains and enhances the quality and character of the natural environment to achieve net gains for biodiversity.</p> <p>To protect and enhance urban green spaces and green infrastructure.</p> <p>To mitigate the recreational impact associated with net new residential development in the Borough on the Thames Basin Heaths Special Protection Area.</p>

4 Vision

4 Vision

4.1 Rushmoor in 2032

4.1 In the context of the Spatial Portrait and Key Challenges set out in Section 3, the Local Plan sets out a 'Vision' of how the Borough might look in 2032 when its policies have been implemented. The Vision supports the vision and priorities of the Rushmoor Strategic Partnership (**links in bold**).

Vision 2032

In 2032, Rushmoor has a prosperous and healthy local economy. The role of the Borough at the heart of the Blackwater Valley remains strong, and the Borough is recognised as a centre of excellence for knowledge-based industries, reflecting the role of Farnborough as a 'Growth Town' as part of the Enterprise M3 LEP Sci:Tech Corridor. Farnborough Business Park, Cody Technology Park and Farnborough Aerospace Centre provide business accommodation in a first-class environment to continue to build on Farnborough's reputation for high-tech research and development. As a 'Step-Up Town', Aldershot provides a focus for industrial employment in traditional and high-value manufacturing sectors, with a cluster of industrial activities to the east of the town and at other locations along the A331 Blackwater Valley Relief Road. The diverse range of employment provision in the Borough makes a significant contribution towards delivering the employment needs of the Functional Economic Area of Hart, Rushmoor and Surrey Heath **(thriving, innovative, bright future, prosperous and sustainable economy)**.

About 7,850 new homes have been provided over the Plan period, thereby providing a significant contribution to meeting local housing needs across the Housing Market Area of Hart, Rushmoor and Surrey Heath. There is an increase in home ownership, and the backlog of housing need has been addressed. As part of this, a sustainable urban extension of 3,850 new homes and supporting social and physical infrastructure have been delivered at Wellesley, Aldershot, providing affordable new homes and bringing benefits to the local economy. Aldershot continues to have a strong army presence **(innovative, healthy, safe, bright future)**.

Farnborough Airport is a business aviation facility of the highest quality. Partnership working has secured the safe operation of the Airport and minimised environmental impacts, including noise **(thriving, prosperous and sustainable economy)**.

The continuation of the biennial Farnborough International Airshow and year-round use of the exhibition space have furthered Farnborough's reputation as a world-class aerospace centre and major visitor attraction, securing benefits for the local economy **(great places to go, lots to do, prosperous and sustainable economy, bright future, easy to get around)**.

Town centre investment and regeneration in Aldershot and Farnborough provide for a vibrant mix of uses that create attractive and successful town centres **(thriving, attractive, prosperous and sustainable economy)**, with improved evening economies and a range of cultural facilities. Significant investment in Aldershot, in recognition of its role as a 'Step-Up Town' in the Enterprise M3 LEP area, has supported these improvements. Accessibility to the town centres and across the Borough has improved through the implementation of town access plans and other measures to improve access by means other than by car.

Rushmoor has seized the digital opportunity and embraced modern tools and new technologies, mobile internet applications, the Internet of things, cloud computing and insights from data analysis to support economic growth, working with partners to deliver smart city concepts for Aldershot and Farnborough town centres and to enhance quality of life **(thriving, innovative, bright future, prosperous and sustainable economy)**.

4 Vision

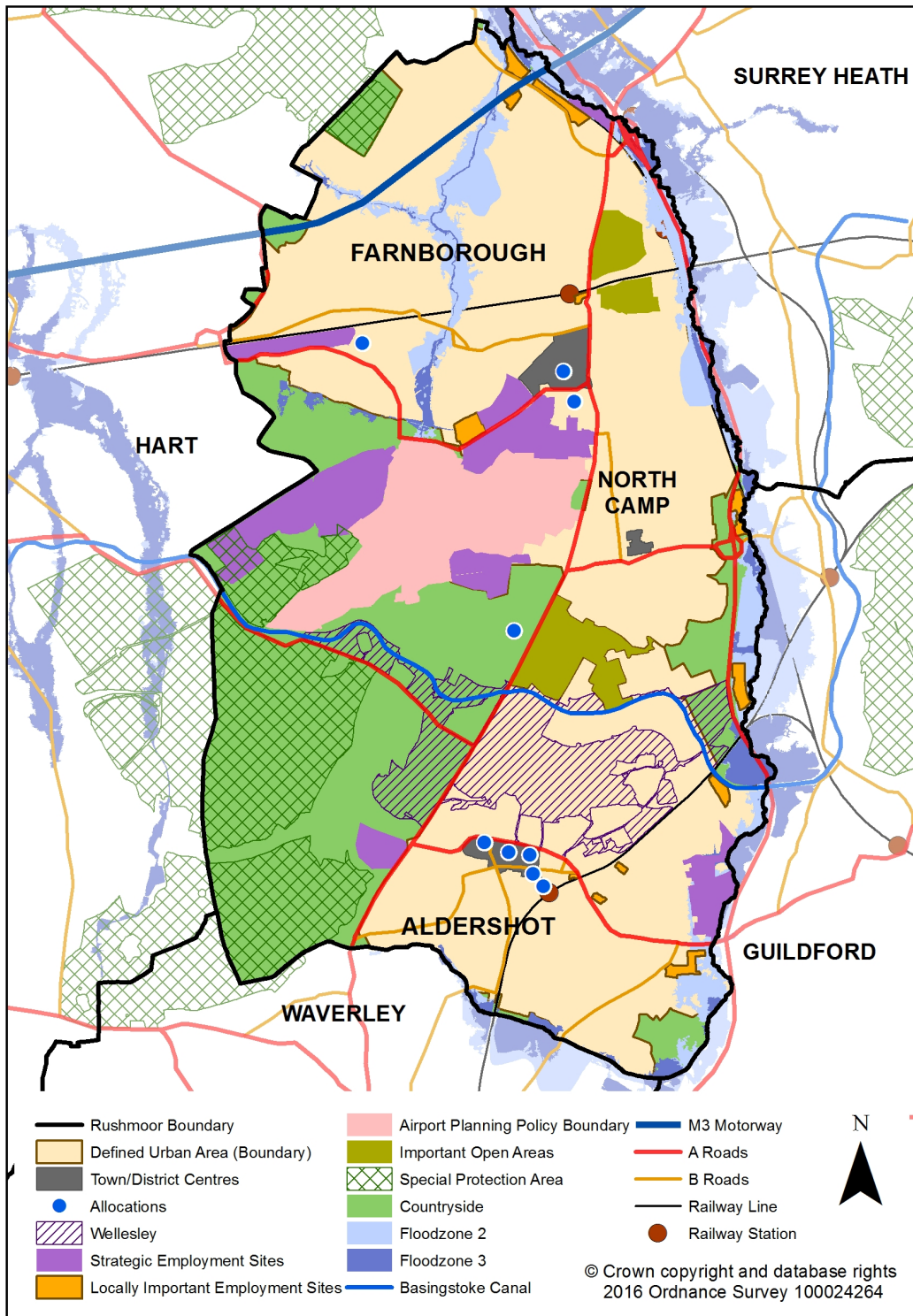
Rushmoor's environmental assets, both natural and man-made, provide a sustainable environment for present and future generations (**healthy, green, open**). This includes the parks of Aldershot and Farnborough and other green infrastructure, such as the Suitable Alternative Natural Greenspaces (which help to deflect recreational pressures away from internationally important heathlands) and important watercourses in the Borough, specifically the Blackwater River, Basingstoke Canal and Cove Brook (**green, open, great places to go, lots to do**).

A partnership approach of Borough-wide and targeted priority neighbourhood activity has reduced deprivation where it existed within Rushmoor (**happy, healthy, safe, bright future**).

New development is designed and built in a sustainable way (**easy to get around**), protecting and enhancing historic and environmental assets in the Borough and promoting local identity, particularly that relating to the Borough's military and aviation history (**great places to go, lots to do**). It is also designed and built in a sustainable way which meets the challenges of climate change, minimising carbon dioxide emissions and maximising energy efficiency and the use of alternative energy technologies.

4.2 Key Diagram

4.2 The following Key Diagram illustrates a summary of the long-term strategy for future development in the Borough as set out in the remainder of this document. Detailed policy boundaries are shown on the Policies Map.



Key Diagram

5 Strategic Objectives

5 Strategic Objectives

Strategic Objectives

5.1 The Vision articulates how the Borough might look in 2032 when the Local Plan has been implemented. To provide a link between the Vision and the policies set out in the Local Plan, strategic objectives have been developed which represent the key issues that the Plan is seeking to address (as determined by the Key Challenges and the findings of the evidence base).

5.2 The table below clarifies the linkages between the Key Challenges and the Strategic Objectives. These have been used as a basis for developing the monitoring criteria set out in Section 13. Section 13 also clarifies the relevant policies that help to deliver each Strategic Objective in the Local Plan.

Reference	Strategic Objective	Relevant Key Challenges
A	To address housing needs by planning for at least 7,850 new homes of an appropriate housing mix and tenure, including specialist housing needs, between 2014 and 2032.	1
B	To deliver a sustainable urban extension at Wellesley, Aldershot, of about 3,850 new homes by 2032.	1
C	To protect the land required to fulfil the Borough's role in enabling strong economic performance across the Functional Economic Area and wider Enterprise M3 LEP area through the safeguarding of Strategic and Locally Important Employment Sites.	3
D	To enhance the vitality and viability of Aldershot and Farnborough town centres as retail and leisure destinations to meet the needs of residents, and to support the vibrancy of North Camp District Centre.	2
E	To support the continuation of business aviation flying and the biennial Airshow at Farnborough Airport.	3, 8
F	To ensure the appropriate protection of existing, and the provision of new, infrastructure, including green infrastructure and community facilities.	9, 10
G	To ensure high-quality, well-designed development is delivered in the Borough.	5
H	To improve quality of life for residents, addressing Borough-wide and neighbourhood deprivation issues, including targeted improvement work in pockets of deprivation.	4

Strategic Objectives 5

I	To conserve and enhance the Borough's built and natural environment, including heritage assets, areas of ecological value and the water environment.	5, 9, 10
J	To reduce the Borough's contribution to the causes of climate change and to minimise the impacts of climate change on the Borough through a combination of mitigation and adaptation measures.	6, 9, 10
K	To encourage sustainable solutions to movement in and out, and around, the Borough.	6, 7

6 The Spatial Strategy: What, Where and When?

6 The Spatial Strategy: What, Where and When?

6.1 Presumption in Favour of Sustainable Development

6.1 National planning policy places the presumption in favour of sustainable development at the heart of its approach to planning, and states that '*the purpose of the planning system is to contribute to the achievement of sustainable development*' (NPPF, Paragraph 6). In order to ensure that planning decisions reflect the national presumption in favour of sustainable development and to ensure that this approach can be taken where a local plan is silent or policies become out of date, all local authorities are encouraged to include a policy reflecting this presumption.

6.2 There are a number of definitions of sustainable development. National planning policy includes a definition from the United Nations General Assembly. This defines sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

6.3 Consideration of sustainable development is at the heart of the Rushmoor Local Plan. In line with national policy, the Local Plan takes a positive approach to meeting future development needs. The approaches in this document have been tested through a sustainability appraisal to ensure that the policies and proposals reflect the most sustainable approach to development, having regard to the balance of economic, social and environmental factors.

6.4 Rushmoor Borough lies wholly within five kilometres of the Thames Basin Heaths Special Protection Area (TBH SPA), and national policy recognises that the presumption in favour of sustainable development does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined (NPPF, Paragraph 119). As all development in the Borough is affected by these directives, an appropriate mechanism for mitigation has been put in place by the Council. The impact of the TBH SPA is reflected in the policy wording below.

The Spatial Strategy: What, Where and When? 6

SS1 - Presumption in Favour of Sustainable Development

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (or its successor), whilst having regard to the need to assess, and where appropriate mitigate against, the likelihood of significant effect on the Thames Basin Heaths Special Protection Area. It will work pro-actively with applicants to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in the Rushmoor Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

- a. There are available and deliverable avoidance and mitigation measures in respect of the Thames Basin Heaths Special Protection Area; and
- b. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- c. Specific policies in that Framework indicate that development should be restricted.

6.2 The Spatial Strategy

6.5 The purpose of a local plan is to set out what type and level of development will take place, where it will take place and when it will take place. This is set out in overarching terms in a 'spatial strategy' policy. Rushmoor's Spatial Strategy policy, as set out below, identifies the number of new homes that will be built over the Plan period, the locations where employment floorspace will be protected, and focuses town centre uses within Aldershot and Farnborough town centres.

6.6 In preparing the Local Plan, evidence has been gathered to identify development needs and to determine how and where in the Borough they can be met. The Council has prepared a 'Housing Delivery' topic paper and an 'Employment Land Allocations' topic paper which provide further information on the Spatial Strategy. These can be viewed at www.rushmoor.gov.uk/newlocalplan. In addition, the Sustainability Appraisal sets out an assessment of the environmental, social and economic implications of different spatial strategy options.

6 The Spatial Strategy: What, Where and When?

National Context

6.7 The NPPF (Paragraph 14) sets out that local planning authorities should '*positively seek opportunities to meet the development needs of their area*'. Development needs should be met unless there would be 'significant adverse' impacts of doing so, or where the NPPF indicates that development should be restricted, such as on sites of international nature conservation importance. Key evidence to determine future development need over the Plan period to 2032 is set out in the following documents:

- Strategic Housing Market Assessment (2016);
- Employment Land Review (2016); and
- Retail, Leisure and Town Centres Study:
 1. Part 1: Development Needs (2015); and
 2. Part 2: Town Centres (2015).

6.8 The full suite of evidence which provides the justification for the Spatial Strategy can be viewed at www.rushmoor.gov.uk/newlocalplan.

Context for the Spatial Strategy

6.9 In preparing the Spatial Strategy, the Council has had regard to the following:

- National policy and guidance on identifying and meeting development needs, including planning strategically across boundaries;
- The full suite of supporting evidence studies, several of which have been prepared jointly with neighbouring local authorities;
- Economic growth aspirations and packages set out in the Enterprise M3 LEP Strategic Economic Plan;
- Corporate objectives and strategies seeking to provide a choice of new housing and to encourage regeneration in Aldershot and Farnborough town centres; and,
- Environmental constraints, particularly the need to address the potential recreational impact associated with new development on the Thames Basin Heaths Special Protection Area.

Determining Housing Need

6.10 The NPPF requires local planning authorities to have a clear understanding of housing needs in its area. It stipulates that this should be established through the preparation a strategic housing market assessment to assess full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries. The Council undertook an analysis in 2013 which identified that whilst Rushmoor has cross-boundary migration and commuting links with a number of neighbouring local authorities, the strongest links are with Hart and Surrey Heath councils. This was corroborated by work undertaken on the same issue by those two councils.

6.11 The conclusion that the three authorities form a housing market area (HMA) endorsed the continuation of a long history of joint working on the housing evidence base, and the three councils therefore commissioned the preparation of a new joint Strategic Housing Market Assessment (SHMA).

The Spatial Strategy: What, Where and When? 6

This study used a range of demographic, employment and market factors, including population projections, housing affordability, prices, rents and anticipated employment growth, to assess future housing need across the three authorities.

6.12 The SHMA (2016) identifies a housing need of 1,200 homes per annum across the HMA between 2014 and 2032. Of these, 436 homes per annum are identified as being required within Rushmoor, which equates to a total need of 7,850 dwellings to be provided in the Borough over the Plan period (2014 to 2032).

6.13 The housing need figure set out in the SHMA is the starting point against which an assessment of physical and environmental constraints must be made to determine whether the housing needs can be met or, if not, what the capacity of the Borough might be.

Meeting Housing Needs

6.14 The NPPF requires that local planning authorities meet their full, 'objectively assessed' needs for both market and affordable housing in their housing market area, as far as is consistent with other policies in the NPPF. Rushmoor, Hart and Surrey Heath have agreed that, in the first instance, they will to do what they can to meet their own proportion of the housing needs identified in the SHMA. However, to satisfy the test that a local plan has been prepared positively, local planning authorities should also anticipate meeting unmet requirements from neighbouring authorities where it is reasonable to do so and is consistent with achieving sustainable development.

6.15 Historically, the Borough has a good track record of housing delivery, exceeding the former South East Plan allocation (outside Wellesley) and delivering well against the Core Strategy allocation (also outside Wellesley). There is currently a robust five-year housing land supply.⁽⁹⁾

6.16 The main piece of evidence which is used to help determine whether housing need can be met is the Strategic Housing and Economic Land Availability Assessment (SHELAA). This identifies sites across the Borough with housing potential. Further information on how the SHELAA was prepared can be found within the SHELAA itself, available at www.rushmoor.gov.uk/newlocalplan, and within the 'Housing Delivery' topic paper.

6.17 Using a base date of 31st March 2016, the SHELAA identifies potential capacity for the delivery of 7,800 dwellings up to 2031 from sites with planning permission where development has not yet started and other sites identified as having potential for housing development.

6.18 In addition to potential identified through the SHELAA, an assessment has been made of overall delivery needs to include the number of homes already completed since 2014 (472) and a windfall allowance for sites which are not covered by site-specific identification in the SHELAA because they are too small to be identified.

6.19 In total, these sources identify potential capacity in the Borough of about 8,700 new dwellings between 2014 and 2032. This is based on:

Completions	472
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⁹ The 'Housing Land Supply' paper and SHMA can be viewed at www.rushmoor.gov.uk/shlaa.

6 The Spatial Strategy: What, Where and When?

Sites with planning permission		4,934
Other sites identified in the SHELAA as deliverable/developable (not including sites identified below)		962
Windfall allowance		450
Aldershot	The Galleries (Policy SP1.4)	500
	Union Street East (Policy SP1.5)	80
	Aldershot Railway Station and surrounds (Policy SP1.8)	30
Farnborough	Meudon House/115-117 Pinehurst (Policy SP7)	300
	The Crescent (Policy SP6)	159 ⁽¹⁾
	Civic Quarter (Policy SP2.3)	700
Countryside	Blandford House and Malta Barracks (Policy SP10)	150
Total		8,737

1. Capacity is derived from submitted planning application at the time of publication.

6.20 The estimated capacity for housing which can be delivered up to 2032 of about 8,700 dwellings is sufficient to meet the objectively assessed need for 7,848 dwellings identified in the SHMA. In meeting this need, the Council has sought to maximise the use of town centre sites, both to enable housing delivery and to support town centre regeneration objectives, and has explored opportunities for the further release of employment sites, having regard to the need to provide a reasonable balance between employment and housing whilst ensuring that there is sufficient employment land to meet the economic needs of the Functional Economic Area and to support the wider Enterprise M3 LEP. The estimated capacity of about 8,700 dwellings, when set against the identified need of 7,848 dwellings, provides sufficient flexibility should there be unimplemented, or slower implementation of, housing schemes because of unforeseen circumstances; it also maximises housing development within the parameters of sustainable development and supports affordable housing delivery.

6.21 The whole of Rushmoor Borough lies within five kilometres of the Thames Basin Heaths Special Protection Area (SPA), and all net new dwellings therefore need mitigation in the form of Suitable Alternative Natural Greenspace (SANG). Whilst this has not been used to constrain the housing target, the urban nature of the Borough means that work will need to continue over the lifetime of the implementation of the Plan to ensure ongoing provision of sufficient SANG sites in order to mitigate potential recreational impact on the Thames Basin Heaths SPA of net new residential development.⁽¹⁰⁾

¹⁰ Further information is contained within the 'Thames Basin Heaths Special Protection Area' topic paper, which is available to view at rushmoor.gov.uk/newlocalplan.

The Spatial Strategy: What, Where and When? 6

Employment Land and Premises

6.22 The joint Employment Land Review (ELR, 2016) covers the Hart, Rushmoor and Surrey Heath Functional Economic Area (FEA). The ELR concludes that across the FEA, the balance between the supply of office and industrial space and forecast requirements to 2032 is tight. The ELR, together with evidence from the Enterprise M3 LEP, therefore provides justification for the identification of nine Strategic Employment Sites and twelve Locally Important Employment Sites in the Local Plan.⁽¹¹⁾ To reinforce this policy approach, the Council is in the process of instigating an Article 4 Direction to remove permitted development rights relating to the change of use of employment premises to residential. This will provide greater protection against loss to alternative non-B-class uses of commercial premises that fulfil a strategic economic function.

Town Centre Uses

6.23 The Local Plan identifies that town centre uses will be located within Aldershot and Farnborough town centres. National guidance continues to support town centres as the focus for town centre uses and supports their regeneration and improvement to help enhance vitality and viability.

6.24 Aldershot and Farnborough town centres will be the focus for a range of uses, including retail, leisure, residential, employment, entertainment and other town centre uses. In particular, the two town centres will be the focus for all medium- and large-scale retail and leisure development. The town centres are defined on the Policies Map. New retail development will be focused within the primary shopping areas of these town centres (defined as the primary and secondary shopping frontages, as shown on the Policies Map). In addition, North Camp District Centre has the capacity to accommodate small-scale retail development appropriate to its role and function as a District Centre.

6.25 Retail development will be assessed in accordance with the sequential approach. If sites within the primary shopping area (comprising the primary and secondary shopping frontages) are not suitable, available and viable, sites will be assessed sequentially, in accordance with national policy. This sequential approach requires all in-centre options, defined as sites within the primary shopping area, to be thoroughly assessed before less-central sites are considered. Where it has been demonstrated that there are no town centre sites to accommodate a proposed development, preference will be given to edge-of-centre locations, which are well connected to the centre by means of easy pedestrian access. The last option will be the consideration of out-of-centre sites.

6.26 There are plans for new development in Aldershot and Farnborough town centres, commensurate with the capacity identified in the Retail, Leisure and Town Centres Study (2015). For Aldershot, the study suggests short-term capacity by 2022 for 2,900 square metres gross and long-term capacity by 2032 for up to approximately 11,700 square metres gross for Class A1 to A5 floorspace. In Farnborough, the short-term capacity for Class A1 to A5 floorspace is 1,600 square metres gross by 2022 and long-term capacity for up to approximately 21,600 square metres gross by 2032. The study sets out that these long-term projections are indicative estimates and should be treated with caution. More detail is set out in the supporting text to Policies SP1 (Aldershot Town Centre) and SP2 (Farnborough Town Centre).

11 Further information is provided in the 'Employment Land Allocations' topic paper, which is available to view at www.rushmoor.gov.uk/newlocalplan.

6 The Spatial Strategy: What, Where and When?

6.27 North Camp is a District Centre, providing a good range of local shops, services and restaurants for residents in south Farnborough (see Policy SP3: North Camp District Centre). Capacity for new retail and leisure development within the Centre is very limited, as recognised in the Retail, Leisure and Town Centres Study (2015).

6.28 There are also a number of local neighbourhood facilities across the Borough (see Policy LN6), providing small groups of shops and local services which meet the needs of local neighbourhoods. Neighbourhood shopping facilities perform an important function in providing locally accessible facilities which can help to reduce the need to travel and contribute towards creating more sustainable communities.

The Spatial Strategy: What, Where and When? 6

SS2 - Spatial Strategy

In order to deliver sustainable growth, the Council will permit development which is consistent with the following broad spatial framework for the scale and location of development:

New development will be directed to within the defined urban areas as shown on the Policies Map. In the countryside surrounding Aldershot and Farnborough, new development will be strictly limited in line with Policy NE4.

Residential Development

Over the period 2014 to 2032, the Council will ensure that, subject to the availability of deliverable avoidance and mitigation measures in respect of the Thames Basin Heaths Special Protection Area, provision is made for the delivery of at least 7,850 new dwellings in the Borough. This will be provided as follows:

About 3,850 new homes at Wellesley, Aldershot.

At least 4,000 new homes from the remainder of the urban area, with:

- About 1,700 of these from within Aldershot (outside Wellesley); and
- About 2,300 of these from within Farnborough.

Employment

The Borough's Strategic and Locally Important Employment Sites will be protected and supported for employment uses, as set out in Policies PC1, PC2 and PC3, to ensure that the employment land needs of the Borough and wider Hart, Rushmoor and Surrey Heath Functional Economic Area (FEA) can be met. These sites will contribute to meeting the forecast increase in the total number of B-class jobs of around 9,000 in the FEA over the Plan period. Development in Farnborough, which is designated as a 'Growth Town' within the wider Enterprise M3 Sci:Tech corridor, will make a significant contribution towards meeting this growth.

Town Centre Uses

Rushmoor's hierarchy of town centres, district centre and local neighbourhood facilities will be maintained and enhanced by encouraging a range of uses, consistent with the scale and function of the centres. In particular:

- a. Town centre uses will be located within Aldershot and Farnborough town centres to support their vitality, viability and regeneration, in line with Policies SP1 and SP2;
- b. New retail development must protect or enhance the vitality and viability of the town centres, district centre and local neighbourhood facilities;
- c. Retail development will be focused in Aldershot and Farnborough town centres, within the primary shopping areas. If such sites are not suitable, available and viable, locations for retail development will be assessed sequentially, in accordance with national policy;

6 The Spatial Strategy: What, Where and When?

- d. North Camp will be protected and enhanced as a district centre, providing for local needs and specialist retail uses, in line with Policy SP3; and
- e. The retail and local service function of local neighbourhood facilities, as defined in Policy LN6 and on the Policies Map, will be protected to provide for local day-to-day needs.

7 Shaping Places

7.1 Aldershot Town Centre

In Rushmoor

7.1 Aldershot has been identified as a 'Step-Up Town' by the Enterprise M3 LEP. 'Step-Up Towns' have 'high growth potential within which concerted transformational action will be undertaken' and the potential to attract significant funding. The role of Aldershot Town Centre is to meet the shopping, leisure and service needs of its local catchment commensurate with its position in the regional hierarchy as a secondary regional centre. A particular challenge for Aldershot is to capitalise on the development of Wellesley to harness investment and redevelopment in the Town Centre.

7.2 Aldershot Town Centre is focused around the pedestrianised Union Street, Wellington Street and the Wellington Centre. There is significant secondary shopping on surrounding streets. In addition, there is a cluster of specialist ethnic shops along Station Road. Architecturally, Aldershot is a mix of Victorian and modern buildings, and it benefits from a number of sites with development potential.

7.3 A good mix of active uses is important to the vitality and viability of Aldershot Town Centre. The Town Centre policies are therefore designed to allow for a range of uses, with shopping (A1) focused within their core. The changing function of town centres is recognised, with an increasing role for leisure and service uses in contributing to the overall success of the Town Centre. The boundary of Aldershot Town Centre is shown on the Policies Map.

7.4 The Rushmoor Retail, Leisure and Town Centres Study (2015) identifies that the Town Centre is under performing, with a below average level of comparison goods shops and floorspace and a higher level of vacant premises that contribute to a fairly weak retail sector. A significant amount of this vacant floorspace lies within the Galleries. However, the Town Centre does have a reasonable range of service uses commensurate with its role in the shopping hierarchy.

7.5 The proportion of restaurants and cafés is below the national average, but the proportion of hot-food takeaways is significantly higher. The proportion of betting shops is also slightly above the national average. Significantly, the development of Westgate, with a cinema, restaurants, supermarket and hotel, has strengthened the evening economy and expanded the convenience (food) offer.

7.6 The Rushmoor Retail, Leisure and Town Centres Study (Part 2: Town Centres) (2015) suggests that the strategy for Aldershot should be to consolidate the Town Centre's role within the wider shopping hierarchy. Growth in expenditure should provide opportunities to improve the range and quality of shopping and leisure facilities within the Town Centre to help it to compete more effectively with other town centres.

7.7 The Retail, Leisure and Town Centres Study (Part 1: Development Needs) (2015) projects floorspace capacity. The study suggests that long-term capacity for Class A1 to A5 floorspace is up to 11,700 square metres gross by 2032. However, the study sets out that these long-term projections should be treated with caution and that shorter-term projections are more reliable. These are set out in the table below.

7 Shaping Places

Floorspace Type	Potential capacity by 2022 (square metres gross)
Comparison	943
Convenience	744
Food and Beverage	1,205
Total	2,892

7.8 Vacant floorspace in Aldershot (12,800 square metres gross) exceeds the long-term floorspace capacity projections and, in theory, could accommodate all future growth in Aldershot. Notably, more than half of the vacant units and two-thirds of the vacant floorspace is located within the Galleries and the Arcade. However, many of the other existing vacant units are generally small or in secondary locations. The redevelopment of the Galleries, the reuse of the Arcade and development of Union Street East are all priorities for the Council (see Policies SP1.4 and SP1.5).

7.9 The 'Aldershot Town Centre Prospectus' supplementary planning document (SPD) sets out a vision and strategy for regeneration in Aldershot Town Centre.⁽¹²⁾ The vision is based on creating a family-friendly town centre which is focused around a thriving leisure and retail hub. The key themes are:

- A revitalised town centre offer;
- Town centre living;
- A family-friendly town centre;
- An improved cultural offer;
- Investing in streets and spaces; and
- Affirming the Victorian heritage.

7.10 The 'Aldershot Town Centre Prospectus' SPD also identifies the development potential of a number of sites, including the Galleries, Union Street East and Aldershot Railway Station. The Council is taking a proactive approach to regeneration in Aldershot Town Centre by working in partnership to facilitate the redevelopment of key sites. This Plan supports that approach through the allocation of key sites for redevelopment (Policies SP1.4, SP1.5 and SP1.6). The Council has also invested in environmental improvement schemes in the Town Centre.

7.11 The key objective for Aldershot Town Centre is to improve its vitality and viability and help to deliver regeneration. The approach set out in Policy SP1 provides an overarching framework for development in the Town Centre for a range of uses. The strategy is based on the findings of the Council's evidence base and on feedback from public consultation.

¹² The 'Aldershot Town Centre Prospectus' SPD can be viewed at www.rushmoor.gov.uk/spds.

SP1 - Aldershot Town Centre

Development proposals will be permitted that maintain or enhance the vitality and viability of Aldershot Town Centre and which contribute to the strategy of regeneration. To create a thriving, accessible and regenerated Aldershot Town Centre, the strategy is:

- a. To support uses contributing towards a family-focused town centre and capitalising on the opportunities provided by Wellesley;
- b. To concentrate development for leisure, entertainment, cultural, tourism, retail, supporting services, restaurants and other town centre uses within the Town Centre;
- c. To improve further the town's evening economy by supporting leisure development, entertainment and cultural facilities, and family restaurants focused around the leisure core of Westgate;
- d. To develop and protect a robust retail core in a tightly defined primary shopping area by directing retail uses to that area of the Town Centre;
- e. To accommodate future retail growth, which improves the health, vitality and viability of the Town Centre, prioritising the reuse and redevelopment of vacant floorspace;
- f. To work proactively in partnership to help to reduce the number of vacant units;
- g. To encourage linked trips by improving and maintaining pedestrian routes between Westgate and the primary shopping area;
- h. To improve accessibility to and within the Town Centre by a choice of modes of transport by implementing the Aldershot Town Access Plan;
- i. To support the development of good-quality urban homes that contribute to the vitality of the Town Centre, including residential uses above ground floor level in the primary shopping area and on development sites within and around the Town Centre;
- j. To support the development of offices suitable for local businesses outside the primary shopping area;
- k. To support development that demonstrates good design and creates a more attractive Town Centre environment reinforcing the town's historic built heritage and local character;
- l. To improve the public realm through investment in environmental improvements and continued frequent street cleaning; and
- m. To support town centre management initiatives, including working in partnership with businesses, the local community, landowners, developers and other agencies to improve the Town Centre and to promote it as the preferred leisure and shopping destination for local residents.

7.1.1 Primary Frontages

7.12 Within the Town Centre boundary, a primary shopping area is shown on the Policies Map. This is the main shopping and service area for the Town Centre and is split into defined primary and secondary shopping frontages. The primary shopping area, comprising the primary and secondary shopping frontages, has been defined based on evidence set out in the Rushmoor Retail, Leisure and Town Centres Study (2015). The policy approach to permitting uses within the Town Centre and primary shopping area is flexible to enable a range of uses in the Town Centre and recognises the increased importance of leisure and service uses.

7 Shaping Places

7.13 The purpose of defining a primary shopping frontage is to protect a core of retail uses within the heart of the Town Centre. It contains frontage that is dominated by shops and has the greatest pedestrian footfall. It is important to retain the retail function of the primary shopping frontage, as large numbers of shops in close proximity to each other are important to the attractiveness of the Centre and convenient to shoppers.

7.14 The primary shopping area for Aldershot is focused within the area bounded by High Street, Victoria Road, Station Road and Grosvenor Road. The main shopping circuit is through the Wellington Centre, Union Street and the northern part of Wellington Street. This area has a predominance of Class A1 use and high footfalls and is designated as primary shopping frontage.

7.15 The primary shopping frontages are defined as ground floor units in:

- The Wellington Centre (Low Walk and High Walk);
- Wellington Street (1-13 plus units in the Wellington Centre with street frontage onto Wellington Street, and 2a-18); and
- Union Street (29-49 and 38-62).

7.16 The percentage threshold for the number of non-A1 uses is set at 25% for the Wellington Centre and 30% for the areas of Union street and Wellington Street within the primary shopping frontage. This reflects the high concentration of retail units within these frontages, and more particularly within the Wellington Centre, whilst allowing for some flexibility for further changes of use.

7.17 It is relevant to highlight that not all changes of use will require a full planning application. As set out in Section 2 of this document, the Government has made a number of changes to the permitted development rights for changes of use relating to shops and other uses, most recently including a permitted change of use from shops (Use Class A1) to service uses (Use Class A2). This means that some changes of use within a shopping frontage may be able to take place without planning permission.

7.18 An assessment of the impact of the development on the appearance of the premises will be made having regard to the content of the 'Shop Front Design Guide' supplementary planning document (SPD).⁽¹³⁾

SP1.1 - Primary Frontages in Aldershot Town Centre

Within the primary shopping frontages in Aldershot Town Centre, development will be permitted that satisfies the following criteria:

- a. It maintains or enhances the Centre's vitality and viability;
- b. It is for a use falling within Class A1, A2, A3, A4 or A5 and retains an active frontage;
- c. In each frontage, a change of use from A1 will not result in the number of non-A1 units exceeding 25% in the Wellington Centre and 30% in Union Street and Wellington Street;
- d. It would not result in the loss of an A1 unit frontage on a visually prominent site;
- e. There would be no material adverse impact upon the appearance of the premises; and
- f. There would be no material adverse impact upon the amenities of nearby residential uses.

13 The 'Shop Front Design Guide' SPD can be viewed at www.rushmoor.gov.uk/spds.

7.1.2 Secondary Frontages

7.19 The policy approach for the defined secondary shopping frontages is to allow for retail uses together with a more diverse mix of other town centre uses. A more flexible approach is taken to the mix of retail and non-retail uses in secondary shopping frontages.

7.20 The secondary shopping frontages are defined as ground floor units in:

- Union Street (1-27 and 2b-36), Grosvenor Road (4-16) and Upper Union Street (2-10);
- Wellington Street (20-30 and 27-37), Victoria Road (101-149 and 116-132) and the Arcade;
- High Street (1-57 and 59-79);
- The Galleries redevelopment.

7.21 The policy seeks to retain a mix of retail uses in the secondary shopping frontage. However, in recognition of the higher levels of vacancy in Aldershot, it allows for more flexibility where the retail use is considered to be no longer viable and where there is evidence of effective marketing. The Council will expect information of marketing of a retail unit to include:

- Details of the person/company who carried out the marketing exercise;
- Evidence that the marketing has been undertaken for a minimum period of twelve months immediately prior to the application to change the use;
- Evidence from an agent that the leasehold/sale price reflects current market values in Aldershot;
- Information explaining how the unit has been marketed (for example, for sale/rent signboard, advertisements); and
- Details of all approaches and offers, together with full reasons why any offer has not been accepted.

7.22 An assessment of the impact of the development on the appearance of the premises will be made having regard to the content of the 'Shop Front Design Guide' SPD.

SP1.2 - Secondary Frontages in Aldershot Town Centre

Within the secondary shopping frontages in Aldershot Town Centre, development will be permitted that satisfies the following criteria:

- a. It maintains or enhances the Centre's vitality and viability;
- b. It is for a town centre use which retains an active frontage;
- c. In each frontage, a change of use from A1 will not result in the number of non-A1 units exceeding 50%, unless A1 use is considered to be no longer viable and there is evidence of effective marketing for a period of at least 12 months;
- d. It would not result in the loss of an A1 unit frontage on a visually prominent site;
- e. In each frontage, no more than 5% of the units will be betting shops and no betting shop is located within 400 m of the proposal site;
- f. There would be no material adverse impact upon the appearance of the premises; and
- g. There would be no material adverse impact upon the amenities of nearby residential uses.

7 Shaping Places

7.1.3 Westgate

7.23 The Westgate site lies within Aldershot Town Centre but outside the primary shopping area. The cinema, hotel and restaurant uses make a valuable contribution towards the vitality and viability of the Town Centre and create a leisure hub within the town. The Council supports the retention of this leisure hub and will resist any development considered to detract from it. The Council will support further development for leisure, entertainment, cultural, hotel and restaurants uses. The location is not suitable for retail development.

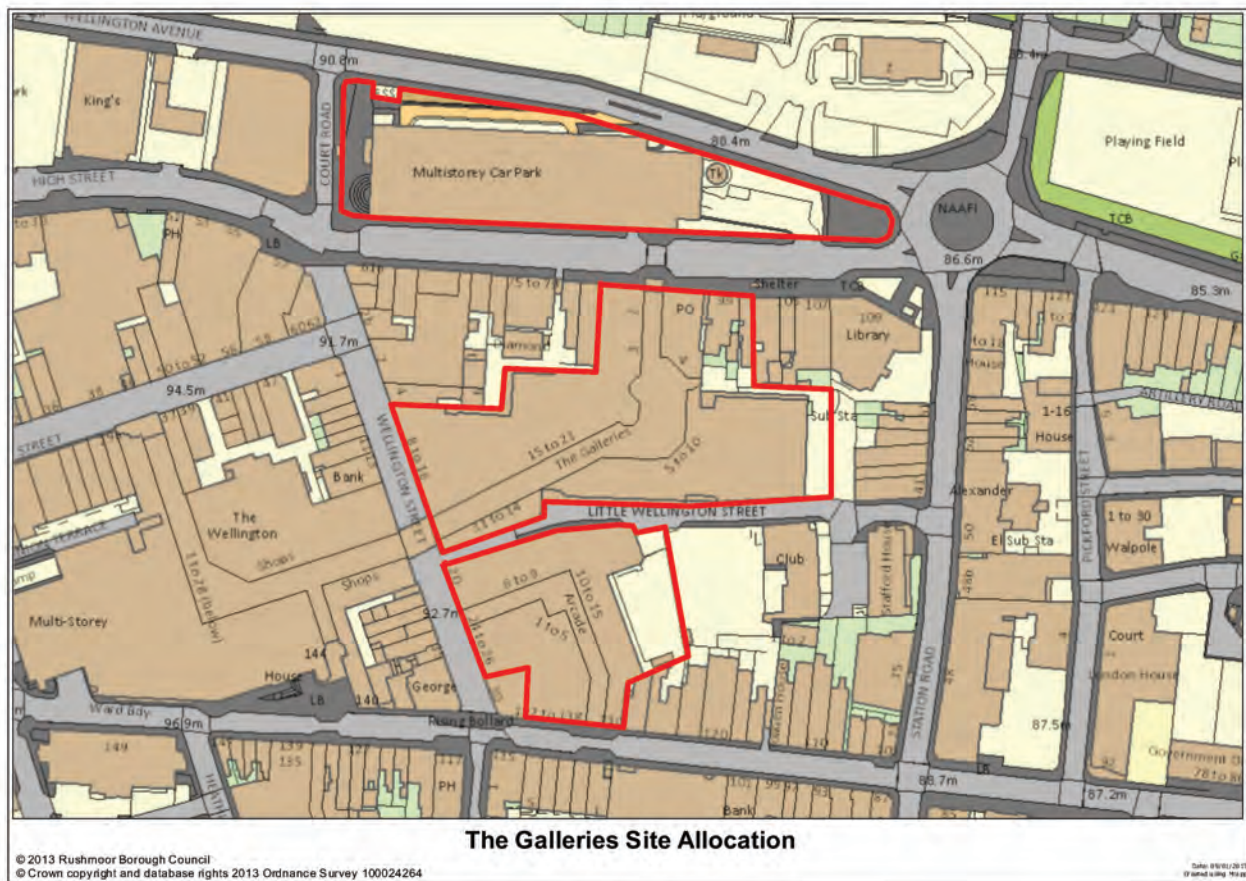
SP1.3 - Westgate

Westgate, comprising the cinema, hotel and restaurants, is allocated as a leisure hub. The function of Westgate as a leisure hub will be protected. Within this area, development will be permitted for leisure, entertainment, cultural, hotel and restaurant uses that contribute to the vitality and viability of the Town Centre.

7.1.4 Site Allocations

7.24 Town Centre site allocations are individual or groups of sites that are known to be available or on which there is considered to be an opportunity for (re)development. The precise mix of uses and form of development will only be realised through undertaking further studies, including viability analysis, as appropriate. By identifying these areas now, however, their redevelopment potential is highlighted, providing guidance as necessary for the consideration of future proposals. An indication of the likely phasing is included for each site. Consideration will be given to the use of compulsory purchase powers in order to secure redevelopment of key sites, particularly where this relates to sites in multiple ownership. Such powers will only be used as a last resort once all other options have been exhausted.

The Galleries



7.25 The Galleries site allocation comprises a purpose-built retail development, which has experienced high levels of vacancy in recent years, and extends to incorporate the High Street multi-storey car park to the north and the Arcade to the south. It is considered that the Galleries site presents an excellent

7 Shaping Places

opportunity to provide a residential-led mixed-use regeneration scheme in a key Town Centre location. The site is likely to come forward as a phased development, with the first phases in the short term (next five years) and the later phase in the medium term (five to ten years).

SP1.4 - The Galleries

The Council will work proactively with developers to achieve a comprehensive redevelopment of the site as set out below. It is anticipated that at least 500 residential units can be provided in total across the three phases.

Phase 1 - The Galleries (short-term)

Proposals will:

- a. Enhance retail provision along Wellington Street (primary frontage) and High Street (secondary frontage) and provide new frontage on to a public space focused on the area currently known as Little Wellington Street;
- b. Provide a new public space of an appropriate size to accommodate civic/community events;
- c. Deliver improved connectivity at ground floor level between High Street and Wellington Street via the new public space;
- d. Provide residential development in the form of a mix of 1/2/3-bedroom units (subject to viability) on upper floors, seeking to make best use of the south-facing elevation; and
- e. Provide public car parking provision, accessed via Station Road, of a minimum of 250 spaces to offset the proposed loss of the High Street multi-storey car park. The delivery of these spaces will be a prerequisite to Phase 2 being implemented.
- f. Provide affordable housing in accordance with the requirements of Policy LN2 (Affordable Housing)

Phase 2 - High Street Multi-Storey Car Park (short-term)

Proposals will:

- a. Provide residential development in the form of a mix of 1/2/3-bedroom units (subject to viability) and should seek to make best use of the south-facing elevation;
- b. Provide affordable housing in accordance with the requirements of Policy LN2 (Affordable Housing);
- c. Make best use of the gateway opportunity presented off the Naafi Roundabout in respect of the design of new buildings. It may be acceptable to depart from established building heights in order to create a focal point at this location; and
- d. Reinforce existing linkages from the north of the town through Court Road and into the Town Centre.

7 Shaping Places

Phase 3 - The Arcade (medium-term)

Proposals will:

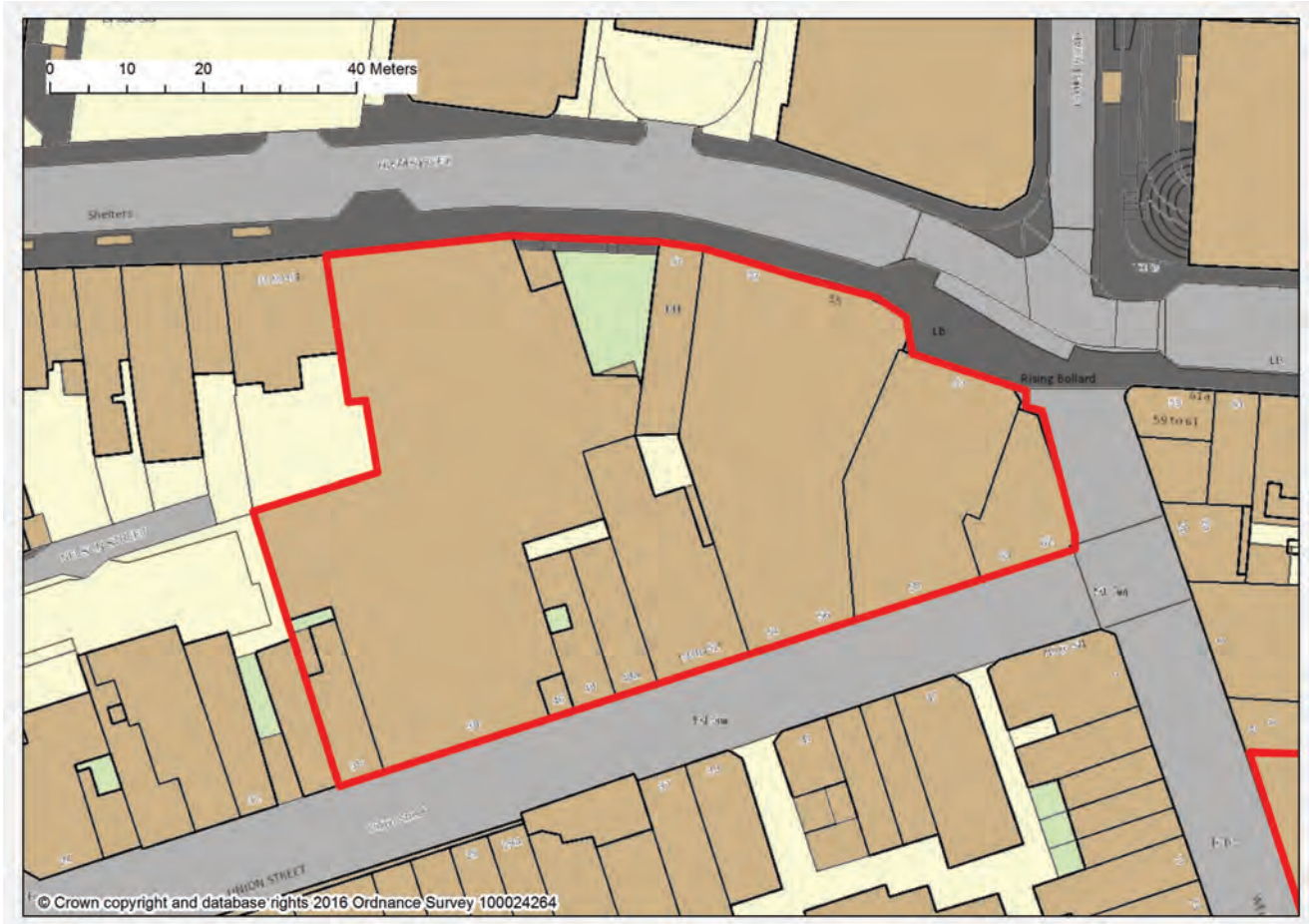
- a. Enhance retail provision along Wellington Street (secondary frontage) and provide new active frontage onto the public space delivered as part of Phase 1;
- b. Respect the setting of 30 Wellington Street; and
- c. Provide residential development in the form of a mix of 1/2/3-bedroom units (subject to viability).
- d. Provide affordable housing in accordance with the requirements of Policy LN2 (Affordable Housing)

Contemporary materials and articulate designs will be welcome as part of the scheme in order to create an engaging and attractive part of the Town Centre.

The redevelopment proposals will be required to contribute towards the creation of a high-quality public space network within the Town Centre with an improved sense of place and a focus for community and civic activity. Mature tree planting and other landscaping will be required to assist the greening of the Town Centre.

Proposals should deliver a high-quality, distinctive built form. As such, it may be acceptable to depart from established building lines and heights in order to create focal points.

Union Street East



7.26 The Union Street East site is located in the heart of Aldershot Town Centre and has a footprint of approximately 5,000 square metres. The site represents one of the largest regeneration opportunities in the Town Centre, with active frontages on to Union Street, Wellington Street and High Street. Storage areas and former residential units are located on upper floors. In 2016, the Council approved the principle of redevelopment of the Union Street East and former Marks and Spencer site with an emphasis on it acquiring properties in order to lead on the proposal.⁽¹⁴⁾

7.27 The site comprises numbers 36-62 Union Street and 41-57 High Street. At the time of writing, a number of existing retail units at ground floor level stand vacant, and the site has seen the departure of retailers, including Next, Top Shop, Evans, Burtons and Dorothy Perkins, in recent years. The first floor of numbers 53-55 High Street is a vacant snooker club. Architecturally, a number of the properties offer value to the townscape, namely 53-57 High Street and 48-52 and 58-62 Union Street.

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7.28 The site forms a prominent corner location and a key gateway into the Town Centre from the north via Court Road. This will become more prominent as the Wellesley scheme (comprising 3,850 new homes) is developed. The site has the potential to come forward in the short to medium term.

SP1.5 - Union Street East

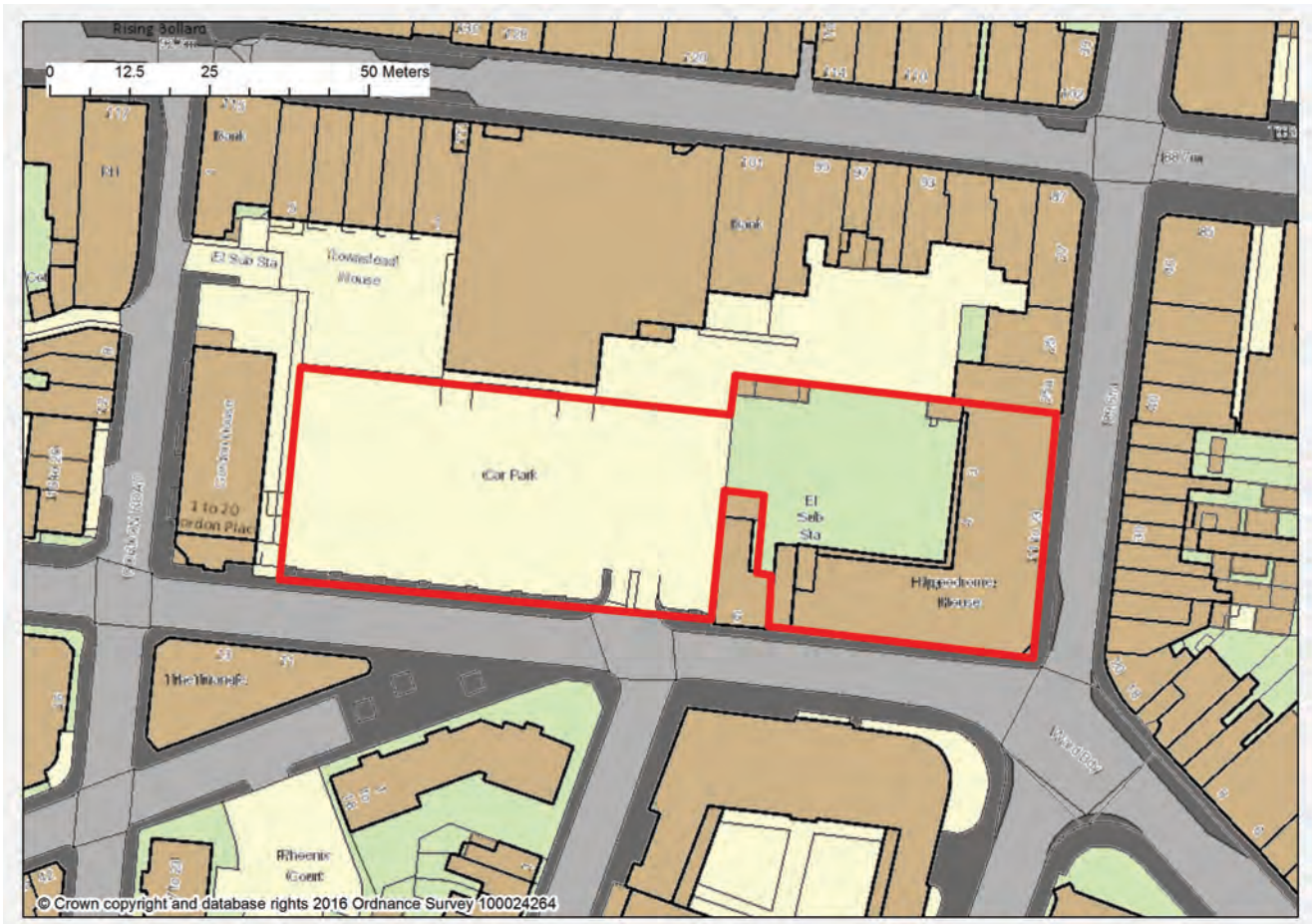
The Council will work proactively with developers to bring forward the redevelopment and refurbishment of the Union Street East site. Proposals will:

- a. deliver at least 80 residential units on the upper floors of the development;
- b. provide affordable housing in accordance with the requirements of Policy LN2 (Affordable Housing);
- c. enhance an important gateway into the Town Centre from the Wellesley development in the north;
- d. retain and reconfigure existing buildings of architectural value on the site to bring forward positive Town Centre uses;
- e. enhance the visual heritage value of the upper floors.

Active ground floor uses will reflect the primary/secondary frontage designations.

Hippodrome House

Shaping Places 7



7.29 The Hippodrome House site allocation comprises Hippodrome House, the frontage to Birchett Road and the surface car park area. It is located within the defined 'Town Centre', and a number of ground floor uses in the current building are therefore retail in nature. Hippodrome House fronts a prominent corner location, forming a key view from the arrival point of Aldershot Railway Station.

7 Shaping Places

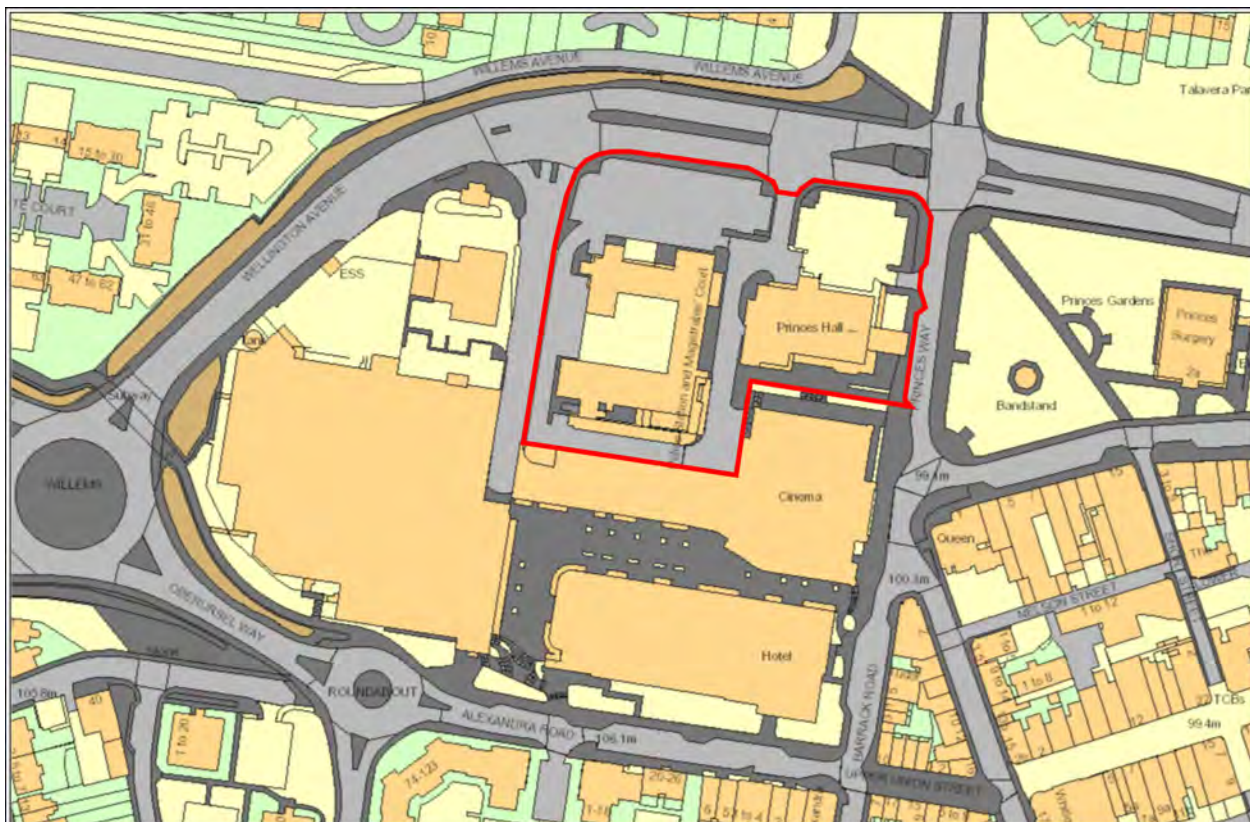
7.30 It is considered that an element of active frontage can be created onto Birchett Road with limited infill residential development, retaining but screening the car park to improve the street scene. With regard to Hippodrome House, refurbishment and re-cladding would have to improve the existing space and to enhance the visual appearance of the arrival to the Town Centre from the station. The site has the potential to come forward in the short to medium term (next five to ten years).

SP1.6 - Hippodrome House

The Council will support a comprehensive refurbishment scheme that improves significantly the external appearance of Hippodrome House, a prominent building in Aldershot Town Centre. Ground floor uses should continue to reflect the town centre designation, with an active mix of retail, restaurants and other A-class uses.

Upper floors have the potential to provide residential accommodation in a sustainable town centre location. Development proposals along the frontage of Birchett Road should respect the scale and massing of the surrounding townscape, noting that Hippodrome House is an exception rather than a precedent for an appropriate scale of development.

Westgate Phase II



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7.31 The Westgate Phase II site allocation comprises the Princes Hall multi-purpose centre (which includes a 595-seat auditorium and three function rooms) and the Police Station/Magistrates Court building. The Princes Hall building dates back to 1973, and the Police Station/Magistrates Court has been in situ since the early 1960s. The site extends north to the boundary with Wellington Avenue and to Princes Way in the east. It is bounded to the south and west by the Westgate development, which comprises a cinema, restaurants, hotel and supermarket.

7.32 The site is considered an under-utilised gateway site into the Town Centre. Given the evening economy role of the established Westgate development, it is anticipated that redevelopment of the Westgate Phase II site may incorporate complementary uses, such as a theatre. There is also scope for residential development. Because of current utilisation, the site has the potential to come forward in the medium to long term (five to fifteen years).

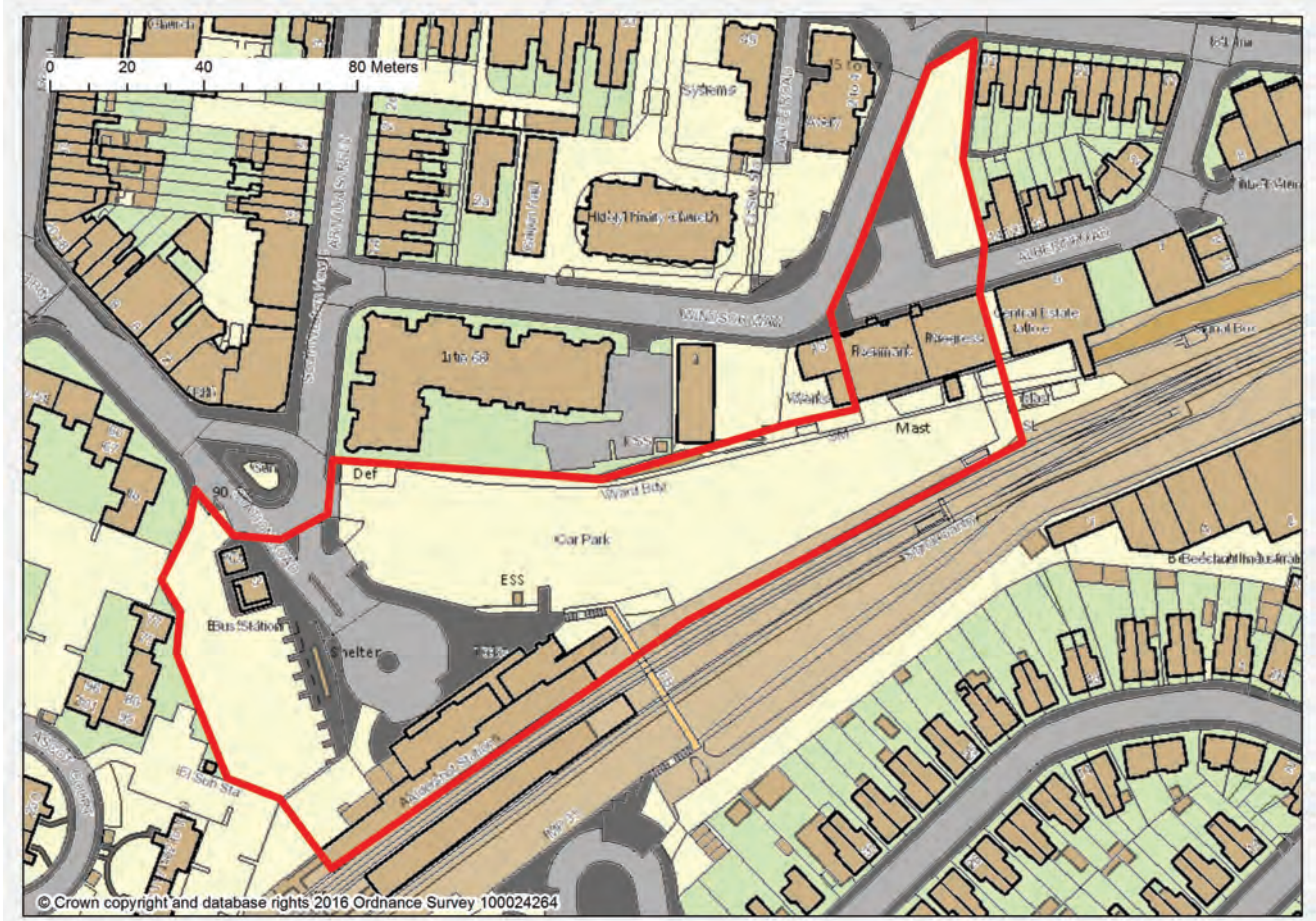
SP1.7 - Westgate Phase II

The Council will work proactively with developers of Westgate Phase II to bring forward a comprehensive redevelopment scheme that will reinforce the established evening economy role within this part of Aldershot. A revamped theatre building (either new build or renovation) will provide the anchor for the redevelopment fronting Princes Gardens, with a high-quality residential development embracing Wellington Avenue and the corner of Princes Way.

Given the prominence of the site, there is scope for a scale of development of up to 4/5 storeys to create a positive visual impact. Appropriate servicing for the theatre auditorium will also need to be incorporated into the final scheme. Contemporary materials and articulate designs will be welcomed as part of the scheme in order to create an engaging and attractive part of the Town Centre.

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Aldershot Railway Station and Surrounds



7.33 The Aldershot Railway Station and Surrounds site allocation comprises the Bus Station, Railway Station forecourt and car park, and Penmark/Progress House. The majority of the site is hard standing.

7.34 It is understood that the Bus Station site is considered surplus to requirements and can be accommodated appropriately on an alternative site. As such, it is anticipated that the existing Bus Station site could come forward for residential development. The existing car park to the front of the station could be reconfigured to function better as a transport interchange for train/bus/taxi drop-off with stronger

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pedestrian linkages into the Town Centre. Penmark/Progress House has the potential to be redeveloped for residential use. The site has the potential to come forward in the short (Bus Station, five years) and medium term (Penmark/Progress House, five to fifteen years).

SP1.8 - Aldershot Railway Station and Surrounds

Aldershot Railway Station forecourt will be reconfigured to create an improved transport interchange and a welcoming entrance into the Town Centre for those travelling by train.

Subject to appropriate re-provision, the existing Bus Station site will be utilised for:

- a. residential development of approximately 30 units;
- b. the delivery of affordable housing in accordance with the requirements of Policy LN2 (Affordable Housing)
- c. provision of ancillary retail uses at ground floor level.

The redevelopment of Penmark/Progress House for residential use will be supported.

7.2 Farnborough Town Centre

7.35 Farnborough Town Centre is undergoing revitalisation through planned redevelopment schemes. Farnborough is a secondary regional centre, and its main function is to meet the shopping, leisure and service needs of its local catchment within a strong Town Centre.

7.36 Farnborough is identified by the Enterprise M3 LEP as one of four major towns (with Basingstoke, Guildford and Woking) that form the core of a Sci:Tech Corridor which has the characteristics of a city region. The Sci:Tech Corridor is identified as an economic asset of national importance capable of leading the world in a number of areas.

7.37 Farnborough Town Centre is focused around a purpose-built pedestrianised shopping environment and includes two indoor shopping centres: Princes Mead and Kingsmead. The Town Centre contains a range of uses including shops, services, offices, a leisure centre, cinema, train station, offices and residential. Substantial employment areas are located to the south and west of the Town Centre. The Town Centre benefits from recent investment, including the redevelopment of northern Queensmead, repaving of Queensmead, construction of a new cinema in Kingsmead and refurbishment of the surrounding area.

7.38 The key objective for Farnborough Town Centre is to encourage and improve its vitality and viability to deliver revitalisation of the Centre. Policy SP2 sets out criteria to guide future development in the Town Centre to help to deliver this revitalisation.

7.39 Policy SP2 is supported by an adopted 'Farnborough Town Centre' supplementary planning document (SPD) and the 'Farnborough Prospectus'. The SPD sets out a strategy for revitalising the Town Centre and surrounding areas based on objectives for improvements linked to key development areas and opportunities for public realm enhancements. The vision for Farnborough is to create a vibrant

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shopping, leisure, service and employment centre which provides for the needs of the local community, local employees and local businesses. Based on the SPD's vision, eight objectives have been developed. The 'Farnborough' Prospectus supports the SPD by focusing on deliverable development schemes. The development potential of the Civic Quarter within Farnborough Town Centre is detailed in the 'Farnborough Civic Quarter Masterplan' SPD.⁽¹⁵⁾

7.40 The Rushmoor Retail, Leisure and Town Centres Study (2015) identifies that Farnborough Town Centre has good levels of comparison shops and floorspace and good provision of mainstream/middle-market multiple retailers. The range and choice of shops is reasonable for the size of the Centre, and there is a good selection of food stores. Farnborough also has a good range of non-retail service uses. However, the proportion of restaurants and cafés is significantly below the national average, whilst fast-food outlets, takeaways, banks and other financial services are significantly above the national average.

7.41 The vacancy rate is just below the national average. There is extensive provision of retail warehouses that sell bulky comparison goods within walking distance of the Town Centre at Solartron Retail Park, the Horizon Retail Park and B&Q.

7.42 The Rushmoor Retail, Leisure and Town Centres Study (2015) suggests the strategy for Farnborough Town Centre should be to consolidate its role within the wider shopping hierarchy. Long-term capacity by 2032 for Class A1 to A5 floorspace is up to 21,600 square metres gross. However, the study sets out that these long-term projections should be treated with caution. Shorter-term projections are more reliable, and these are set out in the table below. Taking account of outstanding retail commitments, there is no additional capacity for more comparison floorspace by 2022.

Floorspace	Potential capacity by 2022 (sq m gross)
Comparison	0
Convenience	984
Food and Beverage	599
Total	1,583

7.43 Vacant premises should accommodate future growth in Farnborough Town Centre. Reducing vacancy levels to 8% (the pre-recession national average) would provide 1,200 square metres gross. Furthermore, a new extension to Princes Mead has recently been constructed, creating an additional 3,700 square metres net of retail floorspace, which accommodates a substantial amount of the projected comparison goods capacity up to 2027. Additionally, a substantial proportion of the long-term floorspace capacity projections up to 2032 could be met through sites identified in the Rushmoor Retail, Leisure and Town Centres Study (2015). Once appropriate opportunities within the primary shopping area (primary and secondary shopping frontages) are exhausted, the preferred location for new retail development that adds to the vitality and viability of the Town Centre will be on the Queensmead surface car park and land within the north eastern area of the Civic Quarter.

15 The 'Farnborough Town Centre' SPD and the 'Farnborough Civic Quarter Masterplan' SPD can be viewed at www.rushmoor.gov.uk/spds. The 'Farnborough Prospectus' can be viewed at www.rushmoor.gov.uk/improvingfarnborough.

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7.44 A good mix of active uses is important to the vitality and viability of Farnborough Town Centre. The Town Centre policies are therefore designed to allow for a range of uses with shopping (A1) at the core. The changing function of town centres is recognised, with the increasing role of leisure and service uses in contributing to the overall success of the Town Centre. Particular support is given to increasing restaurant and café provision.

7.45 Particular challenges for Farnborough are to develop a more attractive retail core, to reduce the number of vacant units in Kingsmead, to attract more restaurants and cafés, to expand the evening and leisure economy, to promote linked trips between edge-of-centre retail stores and the primary shopping area, and to integrate new development in the Civic Quarter into the core Town Centre area.

7.46 The Farnborough Town Centre policy aims to support the strategy of revitalising the Town Centre.

SP2 - Farnborough Town Centre

Development proposals will be permitted that maintain or enhance the vitality and viability of Farnborough Town Centre and which contribute to the strategy of revitalising the Town Centre.

To achieve revitalisation, the strategy for Farnborough Town Centre is:

- a. For the Town Centre to be the focus for development for retail, leisure, entertainment, cultural, tourism, restaurant, supporting service and other town centre uses, building on the successful investment in the Town Centre;
- b. To develop and protect a robust retail core in the primary shopping area by supporting the concentration of retail uses in this area;
- c. To accommodate future retail growth capacity, which improves the health, vitality, viability and retail attractiveness of the Town Centre;
- d. To facilitate linked trips between edge-of-centre retail development and the primary shopping area;
- e. To improve the evening economy by supporting new leisure uses, entertainment and cultural uses, together with family restaurants, cafés and bars, particularly within Kingsmead in support of the cinema;
- f. To support the development of good-quality housing that contributes to the vitality of the Town Centre, including residential uses above ground floor level in the primary shopping area and on development sites within and around the Town Centre;
- g. To support the development of offices outside the primary shopping area;
- h. To enhance accessibility for all into and around the Town Centre by providing better connections between the Town Centre and the Railway Station, edge-of-centre retail developments, Farnborough Business Park, adjoining residential areas and development to the south;
- i. To integrate development in the Civic Quarter into the Town Centre; and
- j. To promote good design quality and to develop a high-quality network of streets and public spaces.

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7.2.1 Primary Frontages

7.47 Within the Town Centre boundary, a primary shopping area is shown on the Policies Map. This is the main shopping and service area for the Town Centre and is split into defined primary and secondary shopping frontages. The primary shopping area and primary and secondary shopping frontages have been defined based on evidence set out in the Rushmoor Retail, Leisure and Town Centres Study (2015).

7.48 The policy approach to permitting uses within the Town Centre and primary shopping area is flexible to enable a range of uses and recognises the increased importance of leisure and service uses. The purpose of defining a primary shopping frontage is to protect a core of retail uses within the heart of the Town Centre.

7.49 The primary shopping area for Farnborough is focused within the following area: Princes Mead, Asda, Queensmead, the Meads, Sainsbury's and Kingsmead. The main shopping circuit focuses on Princes Mead, Asda, the Meads the upper end of Queensmead and along to Sainsbury's. This area has a predominance of Class A1 uses and high footfalls and is therefore designated as primary shopping frontage.

7.50 The primary shopping frontages are defined as ground floor units in:

- Queensmead (61-71 and 60-76);
- The Meads, including the unit occupied by Sainsbury's; and
- Princes Mead and the unit occupied by Asda.

7.51 In addition, primary shopping frontage is designated to reflect committed developments at Block 4, Northern Queensmead, and the planned extension to Kingsmead.

7.52 The percentage threshold for the number of non-A1 uses is set at 20% for the primary shopping frontage. This reflects the existing high concentration of retail units within these frontages and good provision of comparison shopping in Farnborough Town Centre.

7.53 It is relevant to highlight that not all changes of use will require a full planning application. As set out in Section 2 of this document, the Government has made a number of changes to the permitted development rights for changes of use relating to shops and other uses, most recently including a permitted change of use from shops (Use Class A1) to service uses (Use Class A2). This means that some changes of use within a shopping frontage may be able to take place without planning permission.

7.54 An assessment of the impact of the development on the appearance of the premises will be made having regard to the content of the 'Shop Front Design Guide' supplementary planning document (SPD).

SP2.1 - Primary Frontages in Farnborough Town Centre

Within the primary shopping frontages in Farnborough Town Centre, development will be permitted that satisfies the following criteria:

- a. It maintains or enhances the Centre's vitality or viability;
- b. It is for a use falling within Class A1, A2, A3, A4, or A5 and retains an active frontage;
- c. In each frontage, a change of use from A1 will not result in the number of non-A1 units exceeding 20%;
- d. It would not result in the loss of an A1 unit frontage on a visually prominent site;
- e. There would be no material adverse impact upon the appearance of the premises; and
- f. There would be no material adverse impact upon the amenities of nearby residential uses.

7.2.2 Secondary Frontages

7.55 The policy approach for the defined secondary shopping frontages is to allow for a more diverse mix of uses, with greater flexibility for higher levels of non-retail uses. The policy criteria for the proportion of retail uses in each shopping frontage reflects the mix of existing uses and role of each frontage.

7.56 In the Queensmead and Briarcliff House shopping frontage, the proportion of retail uses should be at least 50%. Within Kingsmead, more restaurant/café (Class A3) uses will be encouraged to support the cinema and to create a focus for the evening economy by allowing greater flexibility in the mix of uses. No percentage mix for retail and non-retail uses is proposed for the shopping frontage along Victoria Road and Firgrove Parade, as this is characterised by predominantly non-retail uses and lies in a more peripheral location relative to the primary shopping frontage.

7.57 The secondary shopping frontages are defined as ground floor units in:

- Kingsmead;
- Queensmead (73-93 and 78- 98) and Briarcliff House (93-99); and
- Victoria Road (14-48) and Firgrove Parade (1-5).

7.58 An assessment of the impact of the development on the appearance of the premises will be made having regard to the content of the 'Shop Front Design Guide' SPD.

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SP2.2 - Secondary Frontages in Farnborough Town Centre

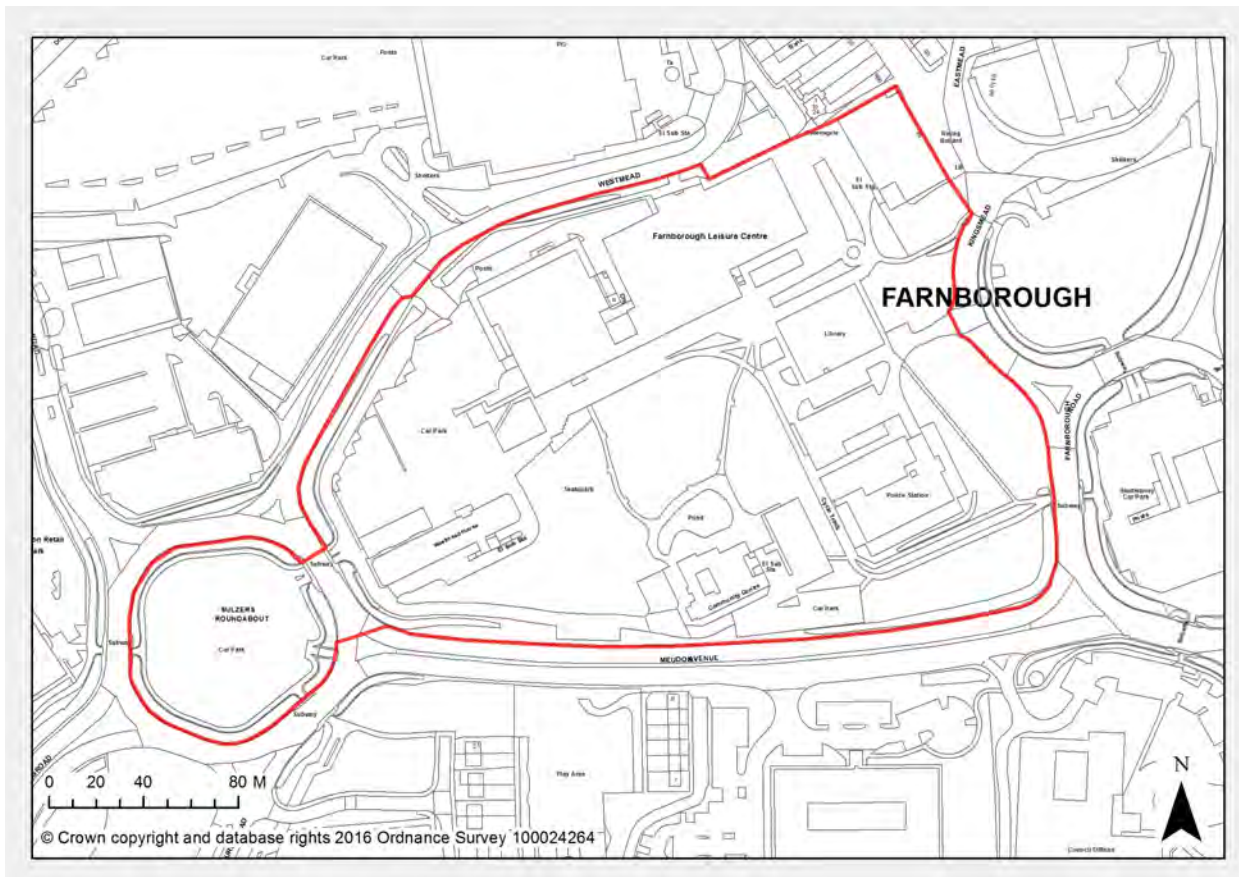
Within the secondary shopping frontages in Farnborough Town Centre, development will be permitted that satisfies the following criteria:

- a. It maintains or enhances the Town Centre's vitality or viability;
- b. It is for a town centre use which retains an active frontage;
- c. In the Queensmead and Briarcliff House frontage, a change of use from A1 will not result in the number of non-A1 units exceeding 50%;
- d. In the Kingsmead frontage, a change of use from A1 will not result in the number of non-A1 units exceeding 50%, unless the proposed use is for Class A3;
- e. It would not result in the loss of an A1 unit frontage on a visually prominent site;
- f. In each frontage, no more than 5% of the units would be betting shops and no betting shop is located within 400 m of the proposal site;
- g. There would be no material adverse impact upon the appearance of the premises; and
- h. There would be no material adverse impact upon the amenities of nearby residential uses.

7.2.3 Site Allocations

Farnborough Civic Quarter

7.59 The Farnborough Civic Quarter is located to the south of the Town Centre between the retail core and the Council Offices. It presents a significant opportunity for development that integrates with the Town Centre and brings wider strategic benefits whilst improving the existing green space.



Civic Quarter Site Allocation

7.60 The site is currently home to Farnborough Leisure Centre, Elles Hall Community Centre, Farnborough Library, offices (Westmead House), a skate park, surface car parks and public realm. It was also home to the now-demolished Police Station.

7.61 The Council, as a key landowner, is working closely with its partners with the aim of creating a high-quality Civic Quarter with a mix of uses in accordance with local aspirations. The vision for the Civic Quarter is to create a unified development with a strong new identity which provides a positive contribution to the revitalisation of Farnborough Town Centre. Through a comprehensive regeneration programme, the Civic Quarter will be a vibrant mixed-use space, providing new opportunities for town centre living and active ground floor uses, with a focus on maintaining the area as a hub of civic amenities.

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A high-quality public realm will underpin the development, with an enhanced, flexible central green space forming the focal point, and improved pedestrian linkages between the Town Centre, Farnborough Business Park and development areas to the south.

SP2.3 - Farnborough Civic Quarter

The Council will work with landowners, developers, transport operators and public sector agencies to secure a comprehensive redevelopment of the Farnborough Civic Quarter. This will be achieved through the following principles:

- a. The creation of a unified Civic Quarter with a strong new identity;
- b. Improved provision of community/civic/leisure uses incorporating the re-provision of space for existing community/civic/leisure uses within the site;
- c. Appropriate phasing of the redevelopment of the site to ensure continuity for existing community uses within the site;
- d. An enhanced central green space which can be used for informal/formal events and activities;
- e. Active ground floor uses that integrate with the central green space;
- f. High-density residential development of approximately 700 units at a scale and layout that is appropriate to a town centre location, making effective and efficient use of land;
- g. The delivery of affordable housing in accordance with the requirements of Policy LN2 (Affordable Housing);
- h. Delivery of improved pedestrian and cycle links between the Town Centre (Queensmead), Farnborough Business Park and development areas to the south;
- i. A high-quality distinctive built form that includes the introduction of focal, gateway buildings on to Sulzers Roundabout and Pinehurst Roundabout; and
- j. Car parking provision in accordance with the Council's adopted parking standards.

7.62 To further supplement this policy, the Council has prepared a supplementary planning document (SPD) for the Civic Quarter which looks at redevelopment opportunities and the potential to achieve these.⁽¹⁶⁾

7.3 North Camp District Centre

7.63 North Camp District Centre serves the needs of residents of south Farnborough by providing a range of small shops and services for local needs. Specialist shops and restaurants also attract visitors from a wider area.

7.64 The strategy for North Camp District Centre is to consolidate local shops and services, as supported by the Retail, Leisure and Town Centres Study (Part 2: Town Centres) (2015). The study identifies that North Camp District Centre has a reasonable range of shops and services for a small centre, a limited range of comparison shops but a good representation of specialist independent shops. The projected capacity for future A1 to A5 floorspace is low and can be accommodated by the re-occupation of vacant floorspace.

16 The 'Farnborough Civic Quarter Masterplan' SPD can be viewed at www.rushmoor.gov.uk/spds.

7.65 The policy approach is to protect vitality and viability of the existing Centre and to support the retention of retail units, restaurants, local community uses and car parking facilities.

SP3 - North Camp District Centre

Development proposals will be permitted which maintain or enhance the vitality and viability of North Camp District Centre by preserving its local and specialist retail functions and vibrant evening economy.

The Council will support the retention of:

- a. Retail uses and restaurants;
- b. Local community uses; and
- c. Car parking facilities.

Proposals for development should demonstrate that they improve accessibility, particularly by improving linkages for cyclists and pedestrians.

The Council will continue to work in partnership with the local community and other partners to support and enhance the role of North Camp District Centre.

7.3.1 Primary Frontages

7.66 The primary shopping area for North Camp District Centre comprises the primary and secondary shopping frontages. The policy approach to permitting uses is flexible, with the aim of protecting a concentration of retail uses within the primary shopping frontage focused in Camp Road, and allowing a greater mix of uses in the secondary shopping frontage along Lynchford Road and Queens Road, as set out in Policies SP3.1 and SP3.2 below.

7.67 The primary shopping frontage is defined as Camp Road (1-79 and 2-48), and 81 and 83 Lynchford Road. The percentage threshold for the number of non-A1 uses is set at 40%, reflecting the mix of existing uses and the objective of concentrating retail units together to maintain the vitality and viability of North Camp District Centre.

7.68 As set out in Section 2 of this document, the Government has made a number of changes to the permitted development rights for changes of use relating to shops and other retail uses, most recently including a permitted change of use from shops (Use Class A1) to service uses (Use Class A2). This means that some changes of use within a shopping frontage may be able to take place without planning permission.

7.69 An assessment of the impact of the development on the appearance of the premises will be made having regard to the content of the 'Shop Front Design Guide' SPD.

7 Shaping Places

SP3.1 - North Camp District Centre Primary Shopping Frontage

Within the primary shopping frontage in North Camp District Centre, development will be permitted that satisfies the following criteria:

- a. It maintains or enhances the Centre's vitality and viability;
- b. It is for a use falling within A1, A2, A3, A4 or A5 and retains an active frontage;
- c. A change of use from A1 will not result in the number of non-A1 units exceeding 40%;
- d. It would not result in the loss of an A1 unit frontage on a visually prominent site;
- e. The proposal would maintain or enhance the appearance of the premises; and
- f. There would be no material adverse impact upon the amenities of nearby residential uses.

7.3.2 Secondary Frontages

7.70 The policy approach for the defined secondary shopping frontage is to allow for a more diverse mix of uses, with lower proportions of retail uses. The secondary shopping frontages are defined as ground floor units in:

- Lynchford Road (51-79 and 85-107); and
- Queens Road (3-11).

7.71 The percentage threshold for the number of non-A1 uses is set at 50%, reflecting the objective of allowing for a more diverse mix of uses. Restrictions on the proliferation of betting shops and pay-day loan shops are designed to ensure a balanced mix of uses and to maintain the vitality and viability of North Camp District Centre.

7.72 An assessment of the impact of the development on the appearance of the premises will be made having regard to the content of the 'Shop Front Design Guide' SPD.

SP3.2 - North Camp District Centre Secondary Shopping Frontage

Within the secondary shopping frontage in North Camp District Centre, development will be permitted that satisfies the following criteria:

- a. It maintains or enhances the Centre's vitality or viability;
- b. It is for a town centre use which retains an active frontage;
- c. In each frontage, a change of use from A1 will not result in the number of non-A1 units exceeding 50%;
- d. It would not result in the loss of an A1 unit frontage on a visually prominent site;
- e. In each frontage, no more than 5% of the units would be betting shops or pay-day loan shops and no betting shop or pay-day loan shop is located within 400 metres of the proposal site;
- f. The proposal would maintain or enhance the appearance of the premises; and
- g. There would be no material adverse impact upon the amenities of nearby residential uses.

7.4 Farnborough Airport

7.73 Farnborough Airport is the UK's only dedicated business aviation airport, with planning permission to handle up to 50,000 business aviation flight movements (referred to as 'Air Traffic Movements', or ATMs) a year by 2019.⁽¹⁷⁾

7.74 Farnborough is renowned for its aviation history. The Airfield was established in 1905 as a balloon factory for the Royal Engineers, making it the first operational airfield in the UK, and was the site of the UK's first powered flight by Samuel Cody in 1908. For most of the 20th Century, the Airport was occupied by the Ministry of Defence as an airfield and centre for military aviation research, until it was declared surplus to requirements in the 1990s. It subsequently evolved into a privately owned and operated business aviation facility.⁽¹⁸⁾ Farnborough Airport is now operated by TAG Farnborough Airport Ltd. The company became the freehold owner of the Airport in 2007 and now offers the only dedicated business aviation operation in the UK.

7.75 Since 1948, the Airport has been home to the biennial Farnborough International Airshow, a globally renowned showpiece and marketing event for the aerospace and air defence industry. Because of its occasional nature, the Airshow is exempt from planning controls. Further background information on the Airport can be found in the document 'Key Facts about Farnborough Airport', which is available to view at www.rushmoor.gov.uk/farnboroughairport.

7.76 The cluster effect of the Airport is reflected in the context of the surrounding sites, which are home to companies such as QinetiQ and the world-renowned Air Accidents Investigation Branch (AAIB).

Planning History

7.77 In October 2000, TAG was granted planning consent for the use of Farnborough Airport for business aviation. This permission also established a number of other controls over the use of the Airport for business aviation activity, such as:

- A maximum number of business aviation air traffic movements, including the proportion at weekends and bank holidays;
- Hours of operation;
- Noise controls and monitoring, including the establishment of a noise budget;
- Safety controls, including the establishment of third-party risk contours;
- Controls over aircraft weight; and
- Air quality monitoring.

7.78 It should be noted that a limited amount of flying falls outside planning control, reflecting the non-civilian uses that existed at the time of grant of the original planning application in 2000. This includes use of the Airport by the MoD, diplomatic flights, the DERA (Defence Evaluation and Research Agency) flying club and flying at, or associated with, the Farnborough International Airshow. None of the planning permissions relating to the Airport have any control over these lawful, previously established 'other aviation activities'.

17 An ATM is classed as either a 'take-off' or a 'landing'.

18 Business aviation essentially involves the use of executive jets and helicopters operated as corporate aircraft or air taxis.

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7.79 In 2006, TAG submitted a planning application to vary the number of business aviation movements permitted at weekends and bank holidays from 2,500 to 5,000. The Council refused this application, but following an appeal by TAG, it was granted by the Secretaries of State for Communities and Local Government and for Transport in 2008. The overall annual flight movement limit remained at 28,000.

7.80 In June 2009, TAG submitted a planning application to increase the number of annual ATMs from 28,000 to 50,000 by 2019, of which 8,900 movements could be at weekends and bank holidays. The Council refused this application, but following a further appeal by TAG, it was granted by the Secretaries of State for Communities and Local Government and for Transport in 2010. Further information is available to view at www.rushmoor.gov.uk/article/2564/Farnborough-airports-planning-history.

7.4.1 Strategic Airport Policy

National Context

7.81 The Aviation Policy Framework (APF, 2013) notes that the aviation sector is a major contributor to the economy; the contribution of business and general aviation has been estimated at £1.4 billion per annum. It is acknowledged that the sector covers a wide range of activities, including corporate business jets and commercial helicopter operations. The APF states specifically that the Government wants to see best use made of existing airport capacity. However, it does recognise that the development of airports can have negative as well as positive local impacts, including on noise levels. It therefore expects proposals for expansion to be judged on their individual merits, taking careful account of all relevant considerations, particularly economic and environmental impacts. In respect of economic benefits, the benefits of the aerodrome itself, of the aerodrome to the wider network, and the economic benefits of development at the aerodrome will be balanced against all other considerations.

7.82 The APF states that, as a general principle, the Government expects future growth in aviation to ensure that benefits are shared between the aviation industry and local communities, with a continued reduction in, and mitigation of, noise as airport capacity grows. As noise levels fall with technological improvements, the aviation industry should be expected to share the benefits of these improvements.

7.83 In respect of air pollution and odour, the APF notes that levels of nitrogen oxide (NO_x) emitting from aviation-related operations reduce rapidly beyond the immediate area around an airport's runway and that road traffic associated with airports remains the main problem with regard to nitrogen oxide in the UK.

Local Context

7.84 At the time of adoption of the Local Plan, the parameters for business aviation operations at the Airport are defined through the planning permission and accompanying legal agreement of 2010.⁽¹⁹⁾ This sets the baseline position for the policies in this Local Plan, and this baseline cannot be changed without being considered as part of a planning application. The interaction between different parameters (such as noise, weight, hours of operation and number of movements) relating to flying activity will determine the acceptability of any future proposed amendments to business aviation operations at the Airport.

19 See planning permission 09/00313/REVPP.

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7.85 Noise and safety considerations are influenced by the weight and mix of business aviation aircraft, which in combination with movement limits, in the context of national policy and guidance, will determine an acceptable configuration of business aviation activity at the Airport. What the policies in the Local Plan do in combination is ensure that there is a policy framework against which to assess any changes to the pattern, nature and/or number of business aviation movements, and hence determine whether the proposed configuration of business aviation activity is acceptable. This means that any proposals should not result in a noise or safety environment that is any worse than that arising from the consented position in 2010 and, with particular respect to noise, should deliver an improvement in the noise environment over time on submission of any future planning applications.

7.86 The report 'Safety Implications of Business Aviation at Farnborough Airport', undertaken by ESR Technology in 2009, identified that the primary parameters that determine the extent of the third-party risk contours (Public Safety Zones) are the annual number of movements and the size of the aircraft concerned.⁽²⁰⁾ In general, for any given number of movements, the greater the average size of aircraft, the greater the size of the contour. Planning conditions that control the number of flights and the maximum weight of aircraft place an upper limit on the size of the risk contour. It follows that placing an upper limit on the size of the risk contour will place a limit on the numbers and maximum take-off weights (MTOWs) of aircraft that can operate at the Airport.

7.87 The planning restrictions in place at the time of the adoption of the Local Plan relating to the weight of business aviation aircraft permitted to operate at the Airport set out that no aircraft exceeding 50,000 kilograms maximum take-off weight and no helicopters exceeding 10,000 kilograms maximum take-off weight shall take-off or land at the Airport, with the exception for up to 1,500 movements per annum by aircraft not exceeding 80,000 kilograms maximum take-off weight.

7.88 The Strategic Airport policy provides an overarching local policy framework to guide the acceptability of future development at the Airport. This is supplemented by additional policies where further information is required to enable the interactions between noise, safety and aircraft weight to be considered if any application to change the pattern, nature and/or number of business aviation movements at the Airport is received.

7.89 It is important to note that Criteria b. and c. of Policy SP4, whilst relating respectively to noise and safety, require by default the consideration of the proposed mix and weight of aircraft owing to the consequential effects on noise and safety, thereby ensuring the consideration of all relevant parameters. This policy framework will enable appropriate planning conditions relating to movement numbers, aircraft weight, noise and safety to be attached to any future planning consent for business aviation operations at the Airport, should this be necessary during the Plan period.

7.90 In respect of air pollution and odour, whilst the Airport is an emission source, road transport more generally, rather than road traffic specifically related to the Airport, is the main source of nitrogen oxide in the area. The Airport's contribution to nitrogen oxide and nitrogen dioxide (NO₂) concentrations is currently small.

20 The report can be viewed at www.rushmoor.gov.uk/ldfbackgroundpapers.

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7.91 TAG Farnborough Airport monitors nitrogen dioxide at a number of locations in and around the Airport, and this data is submitted to the Council annually. In addition, the Council has its own monitoring network across the Borough. This information will be used in assessing the impact of any future proposed development, both at the Airport and throughout the Borough generally.

7.92 Odour associated with aircraft movements arise predominantly from unburnt hydrocarbons in engine exhaust emissions. In the case of Farnborough Airport, this occurs from aircraft on the apron, taxiing and waiting at the end of the taxiway to take-off. Such emissions are therefore intermittent and complaints are infrequent. It is expected that continued technological advances will reduce hydrocarbon emissions from aircraft in the future.

7.93 The 2010 legal agreement placed a responsibility on the Airport operator to comply with an Odour Management Plan, an Odour Monitoring Scheme and an Air Quality Monitoring Scheme for the lifetime of the development. The effectiveness of these will be reviewed regularly and improvements made where necessary. These documents can be viewed at www.rushmoor.gov.uk/article/3287/Airport-monitoring.

7.94 Criterion d. of Policy SP4 requires that proposals to change the pattern, nature and/or number of business aviation movements at the Airport mitigate adequately any material increase in air pollution or odour. The separate pollution policy (Policy DE10) included in this Local Plan assists in providing a policy framework to deal with any issues relating to the consideration of pollution that may arise during the consideration of any such planning application.

SP4 - Farnborough Airport

Within the defined Farnborough Airport Planning Policy Boundary (APPB), as identified on the Policies Map, development will be restricted to that supporting business aviation and associated Airport-related uses.

In respect of business aviation movements, the planning permission of 2010 allows up to a maximum of 50,000 annual Air Traffic Movements, of which no more than 8,900 are at weekends and bank holidays.⁽²¹⁾ Proposals to change the pattern, nature and/or number of business aviation movements will only be permitted provided that the following criteria are met:⁽²²⁾

- a. That the need for a change in business aviation movements at Farnborough Airport is demonstrated;
- b. That the aircraft noise impact is less than the agreed baseline noise level,⁽²³⁾ established through Policy SP4.2;
- c. That the extent of any annual third-party risk contour resulting from any change does not result in a net increase in the area covered by the third-party risk contour;
- d. That any material increase in air pollution or odour is mitigated adequately;
- e. That economic benefits to the local and wider economy can be demonstrated;
- f. That flying at the most sensitive times of the day and week is limited to respect the amenities of residents in and adjoining Rushmoor Borough;
- g. That there is no adverse impact on international, national and local nature conservation designations; and
- h. That impacts of any changes on surface water run-off are managed adequately.

7.4.2 Type of Flying

7.95 Farnborough Airport is established firmly as the UK's only dedicated business aviation airport and has earned a reputation as Europe's premier business aviation operation. The purpose of this policy is to guide the type of flying considered appropriate at the Airport for the duration of the Plan period.

7.96 The Strategic Airport policy (Policy SP4) is based on a position that the Airport will be used for business aviation activities and that development within the Farnborough Airport Planning Policy Boundary (APPB) will be restricted to that supporting business aviation and associated Airport-related uses. Business aviation is defined as flying activities and operations that are dedicated to the needs of

21 See planning permission 09/00313/REVPP.

22 The 'pattern, nature and/or number' of business aviation movements refers to any application to change these from the consented position, whether this be, for example, an amendment to the overall number of movements, an adjustment to the mix of or weight of aircraft operating from the Airport, or a change to the hours of operation. Any changes that relate to the 'pattern, nature and/or number' of business aviation movements will therefore be required to satisfy the criteria set out in Policy SP4.

23 Effectively the noise contour budget.

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companies, individuals and organisations which require a premium-priced service for a high-degree of mobility, a high standard of service and flexibility, and privacy in aviation service, as an aid to the conduct of their business. A full definition of business aviation is contained in the Glossary.

7.97 Planning permission for the site does not permit bulk freight services, scheduled passenger services, 'inclusive tour' charter flying,⁽²⁴⁾ any significant increase in training or recreational flying, or a transition to an airport with a full range of flying amenities. This is in recognition of the fact that types of flying other than business aviation and very low volume freight may have adverse implications.⁽²⁵⁾

7.98 The 2010 planning consent for the use of the Airport relates to its civilian use for business aviation purposes. It does not prejudice the established use of the Airport by the MoD, diplomatic or official government missions, the DERA flying club or the biennial Airshow. The Local Plan reinforces the existing position by setting out a policy which precludes bulk freight, scheduled passenger services and 'inclusive tour' charter flying over the Plan period.

SP4.1 - Type of Flying

The Council will permit proposals for flying at Farnborough Airport in connection with business aviation.⁽²⁶⁾ Proposals will not be permitted for:

- a. Bulk freight services;⁽²⁷⁾
- b. Scheduled passenger services;
- c. 'Inclusive tour' charter flying;
- d. Any increase in recreational flying above that allowed by the lawful use;⁽²⁸⁾ or
- e. A transition to a full range of flying facilities.

7.4.3 Noise, and Flying at Weekends and Bank Holidays

National Context

7.99 The NPPF seeks to drive and support sustainable economic development. The APF supplements this by recognising that the aviation sector is a major contributor to national and local economies. It is supportive of growth within a framework which maintains a balance between the benefits of aviation

24 Flights chartered as part of holiday packages offered by tour operators, where the seats are offered for resale to the public at a price per seat which includes transportation, lodging and activities at the destination.

25 Low volume freight is defined as a weight of less than 100 kilograms in any one aircraft movement.

26 For the purpose of this policy, business aviation is defined as flying activities and operations that are dedicated to the needs of companies, individuals and organisations which require a premium-priced service for a high-degree of mobility, a high standard of service and flexibility, and privacy in aviation services. To be clear, business aviation excludes such activity in connection with the Airshow, bulk freight services and 'inclusive tour' charter flying. No training or recreational flying (other than recreational flying by the DERA flying club or essential familiarisation, training and flying checks by aviation crew) shall take place.

27 Bulk freight is defined as a weight of 100 kilograms or more in any one aircraft movement. This excludes racehorses. The current legal agreement in place permits no more than 100 aircraft movements a year involving the transportation of racehorses.

28 The DERA flying club has a lawful use for up to 2,500 recreational flight movements per year.

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and its costs, particularly its contribution to climate change and noise. In respect of noise, the APF sets out the Government's primary objective to limit and, where possible, reduce the number of people in the UK who are significantly affected by aircraft noise. With regard to business aviation, the APF states that where a planning application is made that is likely to have an impact on an existing aerodrome's operations, account should be taken of the economic benefits of the aerodrome and its value to the overall aerodrome network, as well as the economic benefits of the development, but that these benefits must be balanced against all other considerations, including noise.

7.100 The Government's long-term vision for noise policy is set out in the Noise Policy Statement for England (NPSE, 2010). This stresses the promotion of good health and good quality of life through the effective management of noise in the context of sustainable development.

7.101 The NPPF builds on this, stating that planning policies and decisions should aim to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new development. In addition, new and existing development should not contribute to, be put at unacceptable risk from or be adversely affected by unacceptable levels of noise pollution.

In Rushmoor

7.102 Policy SP4 states that proposals to change the pattern, nature and/or number of aircraft movements will only be permitted provided that the aircraft noise impact is '*less than the agreed baseline noise level*'. Effectively, this is the 'noise budget', an overall maximum limit for the amount of aircraft noise that can be made during the calendar (monitoring) year.

7.103 The Airport is subject to a number of restrictions and measures which limit directly or indirectly the exposure of surrounding areas to aircraft noise. These restrictions and measures are applied by a combination of means, either as existing planning policy, planning conditions or clauses in the 2010 Deed associated with the planning consent for flying at the Airport. The primary controls are provided by a restriction on the number of aircraft movements and the noise budget contours, the latter defining its overall spatial extent using noise contours on a map. However, noise is also controlled to varying degrees by the application of restrictions through planning conditions on operating hours for business aviation operations at the Airport, aircraft weight and the prohibition of aircraft that fall outside the International Civil Aviation Organisation's (ICAO) Chapter 4 noise standard (the least noisy category currently available, which is applicable to all new subsonic jet and propeller-driven aircraft from 2006).

Noise Budget

7.104 A requirement of the planning permission granted in 2000 to operate the Airport for business aviation was that the 'noise budget' established in 1998 would not be exceeded. This noise budget remained at the same level from 2000 onwards. However, improvements in technology and the phasing out of noisier aircraft resulted in it soon becoming outdated. During the 2010 planning inquiry, it was accepted that the noise budget attached to the 2000 consent was unrealistic and did not represent current best practice.

7.105 In 2010, on the grant at appeal of the planning permission to increase flight movements to up to 50,000 a year by 2019, a new legal agreement included a tightening of the noise budget (i.e. a reduction in its overall spatial extent, as defined by noise contours). Using the 2000 noise budget as a baseline, the legal agreement specified that the area within the annual noise budget should not exceed

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72.5% of the land within the 55 dB(A) L_{eq} contour (72.5% being 6.6 square kilometres) and should not exceed 60% of the total land within the 60 dB(A) L_{eq} contour (60% being 2.4 square kilometres). This 'noise budget contour' applies to business aviation flying at the Airport at the date of adoption of the Local Plan and represents a tightening of the noise budget compared with that of 2000. This noise budget can only be amended as part of any new planning application, and the policies in this Plan provide a basis to help determine the acceptability of any such planning application, should it arise over the Plan period.

7.106 Noise contours are a long-established and accepted method for representing noise exposure. They provide a good way of demonstrating long-term trends and are relatively easy to produce. They are also the basis on which the Government assesses the onset of 'significant community annoyance'.⁽²⁹⁾ However, there are recognised weaknesses in the use of noise contours. They are based on average noise exposure and hence smooth over peak noise events. Moreover, they do not represent fully the frequency of events, do not account for grouping of flights over a particular part of the day, and do not distinguish between weekdays and the more sensitive weekend periods. The Local Plan policy therefore provides additional mechanisms for consideration to be given to issues of 'disturbance', where aircraft flying overhead may affect people differently at different noise contour levels, and these are explained below. This reflects an important aspect of the APF and NPPF: the promotion of good health and good quality of life.

Flying at Weekends and on Bank Holidays

7.107 The 2010 appeal decision enables the total number of business aviation movements to increase to a maximum of up to 50,000 per annum by 2019. Of the 50,000, up to 8,900 of these (equivalent to 18%) can take place at weekends and bank holidays. This means that the average number of permitted weekday movements by 2019 will be 162 per day, whilst the equivalent figure for weekends and bank holidays will be an average of 81 movements per day.⁽³⁰⁾ Hence, on average, there will be half the number of movements per day at weekends and bank holidays compared with a week day.

7.108 Assuming a similar aircraft mix for each day of the week, this provides, on average, an approximate 3 dB L_{Aeq} reduction in aircraft noise exposure at weekends and bank holidays compared with a week day.⁽³¹⁾ The principle of providing additional protection at weekends and bank holidays at the Airport is therefore established. Indeed, the need to recognise and take into account the sensitivity of residents during these times was acknowledged by the 2010 planning appeal Inspector.⁽³²⁾ The Council wishes to preserve this difference in movement numbers between weekday and weekend/bank holiday periods, and this is reflected in Policy SP4.2 (Noise, and Flying at Weekends and Bank Holidays) of the Local Plan.

29 'Significant community annoyance' refers to the level at which a significant proportion of the community is exposed to levels of noise at which they are significantly annoyed. The APF uses the 57 dB(A) L_{eq} level as the level of daytime noise which marks the approximate onset of 'significant community annoyance'.

30 Based on weekends and bank holidays totalling 110 days per year.

31 Based on a 16-hour L_{Aeq} .

32 Paragraph 469 of the Inspector's report into the appeal against refusal of 09/00313/REVPP states that '*I therefore find that the weekend and bank holiday sensitivity of residents is again a factor to be taken into account.*'

Additional Policy Mechanism to Control Noise

7.109 To inform the Local Plan policy, the Council commissioned Hepworth Acoustics, an independent noise consultant, in 2013 to investigate 'Possible Policy Mechanisms for Controlling Noise at Farnborough Airport'. This study is available to view at www.rushmoor.gov.uk/newlocalplan. The study evaluated the controls in place, compared them to controls at other similar-sized airports in the UK and analysed possible future control mechanisms that could potentially be implemented through the application of planning policy.

7.110 The main recommendation of the study was that aircraft movement limits and noise budget contours (which defines a 'noise envelope') should be kept as the central basis for control of aircraft noise from business aviation operations at Farnborough Airport. This would maintain the use of L_{Aeq} noise contours and an annual limit on business aviation movements. They also mirror the Planning Inspector's conclusions at the 2010 inquiry, when it was stated that '*account should be taken of both the noise contour approach and the number of movements*'.⁽³³⁾ The APF also promotes the use of noise envelopes (i.e. a noise budget defined by noise contours).

7.111 In terms of determining an agreed baseline noise level (effectively, the noise contour budget) as required by Criterion b. of Policy SP4, the 2010 legal agreement established a reduction in the noise budget compared with that set by the original 2000 Deed. This revision was based on a noise impact study undertaken by Hepworth Acoustics in 2009 (available to view at www.rushmoor.gov.uk/newlocalplan), which informed the Rushmoor Core Strategy (2011). These revised noise contours are replicated in Policy SP4.2 and are the start point for the baseline noise level referred to in Policy SP4 Criterion b.

7.112 However, to reflect Paragraph 3.29 of the APF, should an application be received in the future to change the pattern, nature and/or number of business aviation movements, it should be a requirement that the baseline noise level (i.e. the benchmark in Policy SP4, Criterion b) is recalculated to provide an accurate, up-to-date figure against which to assess the noise impact of the changes proposed by the application.⁽³⁴⁾ This would enable account to be taken of changes, such as in the Integrated Noise Model (INM) noise prediction software or operating procedures (such as the implementation of airspace changes) at the Airport, which may have occurred since the preparation and adoption of the Local Plan in which the baseline noise level is set. All other input parameters and assumptions would remain the same as those used to inform the existing baseline noise level. To conform with national policy, which requires that the benefits of future technological improvements are shared between an airport and its local communities, any change in the pattern, nature and/or number of movements must deliver a L_{Aeq} contour smaller than the refreshed baseline noise level that reflects the consented noise environment at the time of the application.

33 Paragraph 636 of the Inspector's report into the appeal against refusal of 09/00313/REVPP.

34 Paragraph 3.29 of the APF states that a noise envelope should have regard to the following: (a) the Government's overall noise policy; (b) within the limits set by the envelope, the benefits of future technological improvements should be shared between the airport and its local communities to achieve a balance between growth and noise reduction; (c) the objective should be to incentivise airlines to introduce the quietest suitable aircraft as quickly as is reasonably practicable.

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7.113 With regard to differential movement limits on weekends and bank holidays compared with weekdays, the 2013 noise study recommends that the current differential protection of weekends and bank holidays is maintained by using the same ratio of movement numbers to weekday movements as contained in the current consent.⁽³⁵⁾

7.114 In respect of aircraft weight, this is currently controlled via a condition that specifies that no aircraft exceeding 50,000 kilograms maximum take-off weight and no helicopters exceeding 10,000 kilograms maximum take-off weight shall take off or land at the Airport, with the exception for up to 1,500 movements per annum by aircraft not exceeding 80,000 kilograms maximum take-off weight.

7.115 This condition has been in place since the 2000 planning permission and reflects the type of aircraft in use at the time by the global business aviation sector. The business aviation market has evolved, as has the business model used by many companies. New business jets in production and operation, whilst quieter, are sometimes heavier than their equivalent predecessors. In addition, derivatives and newer generations of existing aircraft types in the 50- to 80-tonne category which outwardly appear to be the same size but exhibit reduced noise footprints can have an increased maximum take-off weight that would prohibit their use under the restrictions in place at the Airport at the time of adoption of the Local Plan. The ICAO has also published more stringent noise standards for new aircraft which will come into force in 2017 for larger aircraft over 55,000 kilograms and in 2020 for aircraft below 55,000 kilograms. The new noise limit will be 7 dB (cumulative level) more stringent than the current Chapter 4 cumulative levels. In this context, the Local Plan policy framework enables the implications of the changes set out above to be considered in respect of any future planning applications to change the pattern, nature and/or number of aircraft movements at the Airport by providing a mechanism to work these changes into the baseline noise level.

7.116 The maximum take-off weight of aircraft has direct implications for noise output and the possible extent of third-party risk contours. Equally, controls on noise and the extent of any third-party risk contour will limit the size of aircraft that can operate at the Airport. Any application that would lead to a change in the maximum take-off weight of business aviation aircraft operating at the Airport would be considered in the context of the suite of Airport-related policies in this Local Plan.

7.117 As part of this package of measures to control the impact of flying at the Airport, the principle of the application of an upper noise limit on aircraft operating at the Airport is established in Policy SP4.2. Thus, should an application be received in the future to change the pattern, nature and/or number of business aviation movements, it should be a requirement that an assessment be undertaken of the measured maximum noise level data from current operations (or a period of time prior to receipt of any such application) so that an appropriate maximum noise level can be determined and put in place. Aircraft exceeding this approved noise limit, as measured at a defined location, would be subject to an appropriate financial penalty, with such fines contributing to the Farnborough Airport Community Environmental Fund.⁽³⁶⁾ Any such penalty will be set at a level designed to deter regular non-compliance but will give some scope for a small number of exceedances annually in exceptional circumstances.

35 As explained above, 18% of the total movements at weekends and bank holidays is equivalent to an average of half the number of movements per day at weekends and bank holidays compared with a weekday, providing an approximate 3 dB L_{Aeq} reduction in aircraft noise exposure.

36 The Farnborough Airport Community Environmental Fund receives money to help support local environmental projects undertaken by charitable organisations and voluntary or community groups located within five kilometres of the centre of Farnborough Airport.

SP4.2 - Noise, and Flying at Weekends and Bank Holidays

The noise contour budget arising from aircraft movements at Farnborough Airport, excluding 'Other Aviation Activity',⁽³⁷⁾ shall not exceed an area within the annual agreed noise contour budget, defined by the total land within both the 55 dB(A) L_{eq} contour (being 6.6 km²) and the total land within the 60 dB(A) L_{eq} contour (being 2.4 km²) up to 2032, or the extent of any replacement agreed noise contour budget established through the implementation of this policy.

On receipt of any planning application to change the pattern, nature and/or number of business aviation movements, the noise contour budget will be remodelled to account for any changes⁽³⁸⁾ in noise modelling software or operational procedures in place, and these revised contours shall form the new agreed baseline noise level/contour budget against which the impact of any proposed changes to business aviation movements will be assessed. The outcome of each remodelling will become the new agreed noise contour budget.

Proposals to change the pattern, nature and/or number of annual business aviation movements will only be acceptable if they:

- a. Lead to a noise contour budget smaller than the agreed noise contour budget determined as current at the time of the application for change;
- b. Set an overall annual maximum movement limit;
- c. Set a maximum noise level for business aviation aircraft using the Airport; and
- d. Maintain the same differential movement limit between weekday and weekends and bank holidays so that the proportion of weekend and bank holiday movements will not exceed 18% of the total overall maximum annual flight movement limit, excluding 'Other Aviation Activity'.

7.4.4 Hours of Operation

7.118 Policy SP4 requires flying at the most sensitive times of the day and week to be limited to respect the amenities of residents in and adjoining Rushmoor Borough. The Airport is currently permitted to operate civil (business aviation) aircraft movements between 07:00 and 22:00 hours on weekdays and between 08:00 and 20:00 hours at weekends and bank holidays. Except in an emergency, no civil operations are permitted outside this time or on Christmas Day or Boxing Day. Aircraft maintenance and servicing is permitted within the existing 'N' and 'D' shed buildings and the engineering hangar under planning permission 12/00003/FUL, subject to the amended conditions granted under planning permission 13/00399/FUL. Whilst this permits aircraft maintenance and servicing to be undertaken within the hangers at night, this is limited on the aprons to internal diagnostics and servicing only during this period.

37 'Other Aviation Activity' (OAA) means levels of aviation activity excluding business aviation; OAA includes flying at and associated with the Airshow, flying by the DERA flying club or similar successor club, military operations, and the arrival and departure by aircraft of diplomatic persons or official missions.

38 Changes to include any update or revision of the INM aircraft noise prediction software or changes in the operating procedures at the Airport, including any airspace change around the Airport, modelled alongside the proposed changes to the pattern, nature and/or number of business aviation movements.

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7.119 The Council considers there to be no justification for any change to the operating hours for civil (business aviation) aircraft movements, and this is reflected in Policy SP4.3, which reinforces the current hours of operation for aircraft movements over the Plan period.

7.120 Mindful of the fact that some maintenance activities are quiet, such as internal diagnostics and servicing, and that these are also required to support the overnight preparation and turnaround of aircraft ready for morning departure, this type of maintenance is considered to be acceptable outside these hours. It is, however, important that noisy maintenance activities that would cause disturbance beyond the APPB boundary are not undertaken outside these hours, such as engine ground running/testing. Therefore, ground-based maintenance operations likely to emit noise at a level that could impact on nearby residential amenity shall also be subject to the same operating hours as business aviation aircraft movements.

SP4.3 - Hours of Operation

The Council will permit civil business aviation aircraft movements at Farnborough Airport between the hours of:

- a. 07:00 and 22:00 on weekdays; and
- b. 08:00 and 20:00 at weekends and bank holidays.

Except in an emergency, there shall be no civil business aviation aircraft movements at any other times and at no times on Christmas Day or Boxing Day.

Aircraft maintenance and servicing activity at the Airport with the potential to generate noise at a level that would have an adverse impact on neighbouring sensitive uses will not be permitted within the Airport Planning Policy Boundary between the hours of:

- a. 22:00 and 07:00 on weekdays; and
- b. 20:00 and 08:00 at weekends and Bank Holidays.

7.4.5 Safety

National Context

7.121 The Aviation Policy Framework (APF, 2013) sets out the Government's policy objective on safety. It states that '*for people living and working near airports, safety is best assured by ensuring the safe operation of aircraft in flight. However, in areas where accidents are most likely to occur we seek to control the number of people at risk through the public safety zone (PSZ) system. PSZs are areas of land at the ends of runways at the busiest airports, within which development is restricted. Our basic policy objective remains not to increase the number of people living, working or congregating in PSZs and, over time, to see the number reduced*' (Paragraphs 5.14-5.15).

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7.122 Guidance on development in public safety zones (PSZs) is contained within DfT Circular 01/2010 'Control of Development in Airport Public Safety Zones'. The PSZ Policy set out within the APF and Circular 01/2010 focuses on circumstances where new development near existing airports is being considered. There is no formal national policy that deals explicitly with safety when a new airport, or significant development at an existing airport, is proposed, although the general principles on which the PSZ Policy is based can be applied to a proposal to establish (or expand) an airport. Such proposals fall to be considered within the context of the planning system. This requires that where a development causes 'demonstrable harm', the benefits associated with it would need to outweigh that harm if it is to be permitted.

7.123 The Civil Aviation Authority regulates aviation activity in the UK to ensure the maximum safety of aircraft and the persons and property carried therein. Whilst the Department for Transport is responsible for PSZ policy, the Civil Aviation Authority (CAA) has administrative responsibility for implementing PSZs.

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7.124 In 2009, the Council commissioned ESR Technology to investigate the 'Safety Implications of Business Aviation at Farnborough Airport'. This report was reviewed in 2013 in light of developments in national aviation and planning policy. The 2013 review highlighted that Criteria c. and d. of Policy SP6 of the Core Strategy were considered to remain appropriate for inclusion in the Local Plan in respect of the management of risk associated with business aviation operations at Farnborough Airport.⁽³⁹⁾

7.125 In applying the general principles on which PSZ policy is based, because of the proximity of residential and other development to the Airport, the Council considers that any business aviation flying proposals which would extend the 1:10,000 risk contour beyond the Airport Planning Policy Boundary, as defined on the Policies Map, or to encompass areas where people live, work or congregate should not be permitted. Moreover, the overall maximum extent of the 1:100,000 per annum annual risk contour should not change. The net effect of this policy approach is that were any applications to be received to change the pattern, nature and/or number of business aviation movements, the safety consequences should be no worse than those already found to be acceptable as a result of the grant at appeal in 2010 for up to 50,000 business aviation movements by 2019.⁽⁴⁰⁾

7.126 The Council will consult the Civil Aviation Authority and the Health and Safety Executive on any proposals to change the pattern, nature and/or number of movements, and require the applicant to submit an independent risk assessment in support of any such proposals.

39 The report and the review are available to view at www.rushmoor.gov.uk/newlocalplan.

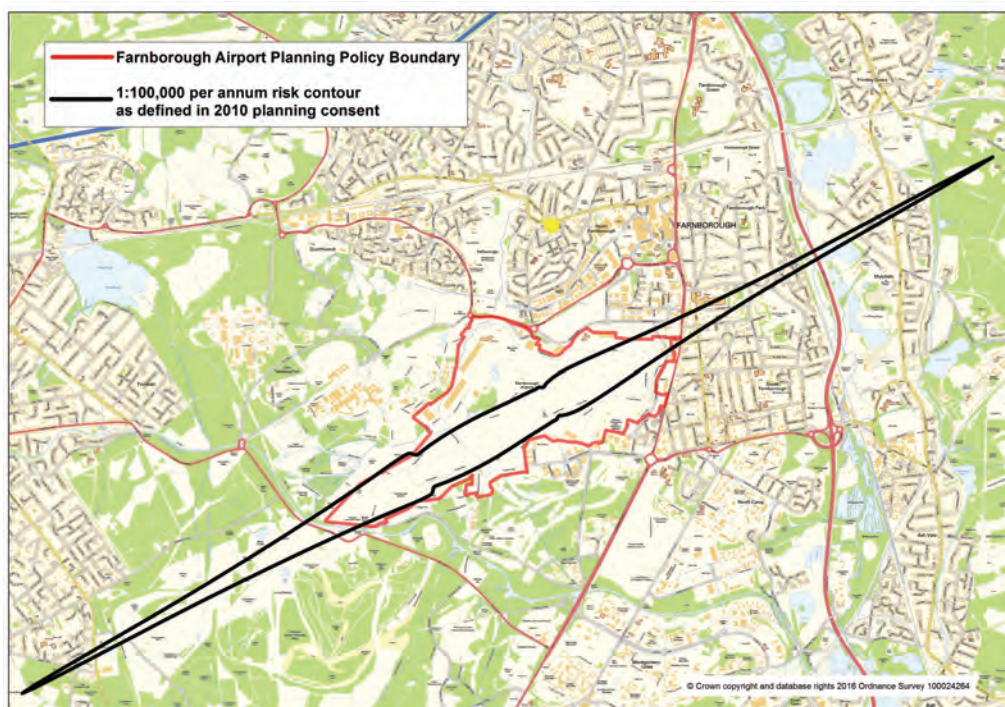
40 See planning permission 09/00313/REVPP.

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SP4.4 - Safety

Proposals to change the pattern, nature and/or number of business aviation movements will only be permitted provided that:

- a. The 1:10,000 per annum risk contour at either end of runway 06/24 does not extend to areas where people live, work or congregate, or beyond the area at the eastern end of the runway defined by the Farnborough Airport Planning Policy Boundary as set out on the Policies Map; and
- b. The consequences of any change should not exceed the maximum extent of the 1:100,000 per annum annual risk contour, being the area covered by this contour as defined in the 2010 appeal decision associated with 09/00313/REVPP.



Extent of 1:100,000 pa risk contour defined in the 2010 planning consent

7.4.6 Airport Planning Policy Boundary

7.127 The Council recognises that the Airport provides an 'added value' to the economy of the area and that aviation-related development within its boundary should be supported, but that the economic advantages of an Airport must be considered against the environmental implications. The Airport is also essential to delivering the biennial Farnborough Airshow, which is of major importance to the national, regional and local economy. It is vital that protection is provided to the area designated for the Airshow so that the primary focus of any future development on this part of the Airport's site is in support of Airshow-related development and its accompanying infrastructure.

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7.128 Policy SP4 of this Local Plan restricts development within the Farnborough Airport Planning Policy Boundary (APPB) to that supporting business aviation and associated Airport-related uses. The APPB encompasses land deemed necessary for the continued operational use of the Airport for business aviation, and also land vital to the continued viability of the biennial Airshow, including access and storage provisions. The total area covers approximately 232 hectares. The APPB is shown on the Policies Map and defines the area that will be subject to Policy SP4 and the accompanying suite of policies in the Local Plan.

7.129 Land immediately to the south of the APPB is occupied by the Air Accidents Investigation Branch (AAIB) and the southern office of the Rail Accidents Investigation Branch (RAIB). This land is designated as countryside and is part covered by a Site of Nature Conservation designation. This site is not considered to support business aviation nor Airport-related uses specifically and therefore remains outside the APPB for the purpose of applying Policy SP4 and the supporting policies within the Local Plan. However, mindful of the special circumstances involved in operations on the site, the AAIB/RAIB site is subject to a bespoke policy.

SP4.5 - AAIB/RAIB

Proposals for development at the AAIB and RAIB site for specialist transport accident investigation purposes will be considered flexibly, with the following criteria relevant to their determination:

- a. That the need for such proposals in this location is demonstrated.
- b. That any proposals can be appropriately screened to minimise their visual impact.
- c. That any impacts on the local highway network are mitigated appropriately.
- d. That the proposal would result in positive outcomes in terms of the management of the SINC.

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Farnborough Airport Planning Policy Boundary

7.5 Wellesley

Background

7.130 In 2001, development proposals were announced by the Ministry of Defence (MoD), as part of the Strategic Defence Review, for the large-scale redevelopment of Aldershot Military Town. Through Project Allenby/Connaught, the MoD identified 150 hectares (370 acres) of land to the north of Aldershot Town Centre as surplus to military requirements and available for redevelopment. The future of this site has been the subject of extensive consultation with the local community and stakeholders over a number of years.

7.131 In 2009, the Council adopted a supplementary planning document (SPD) to guide development at the Aldershot Urban Extension (now known as Wellesley), which is available at www.rushmoor.gov.uk/spds. The Core Strategy (2011) contained a specific policy relating to the Aldershot Urban Extension (Policy SP1).

Development Objectives

7.132 In addition to providing much-needed new homes, the regeneration of this large brownfield site is improving integration between the civilian and military community, as well as providing economic support and increased inward investment into Aldershot Town Centre. It also benefits local employers by increasing the pool of locally available employees.

7.133 The Wellesley site contains important military history, both through existing street patterns and planting and through buildings of historic interest, including a number of listed buildings, such as the Smith Dorrien Institute, the Maida Gym and the Cambridge Military Hospital. The Hospital is a visually

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important building in a prominent location on the southern part of the site and is being converted to residential accommodation, with a small proportion of commercial and community floorspace, as part of the consented permission for the Wellesley development.

7.134 The Aldershot Military Town conservation area was designated in October 2003 and covers much of the Wellesley site. In addition, the Basingstoke Canal conservation area lies along part of the northern edge of the site and regard is had to the historical and ecological features of this area.

Delivery of Wellesley

7.135 Grainger PLC was appointed development partner by Defence Estates in February 2011. In July 2013, a hybrid application (reference: 12/00958/OUT) for development at Wellesley was granted planning permission comprising the following:⁽⁴¹⁾

- 3,850 new homes;
- A local centre with new offices and local shops;
- Two primary schools, pre-school facilities, community centre and health facilities;
- Approximately 2.4 hectares of employment land;
- The refurbishment of six listed buildings, as well as a number of other listed and locally listed buildings;
- Approximately 110 hectares of SANG provision; and
- Open space, recreational facilities and allotments.

7.136 The table below provides an indicative schedule of the number of new homes that are likely to be delivered at Wellesley during different time periods.⁽⁴²⁾ Full permission for Phase 1, comprising 228 new homes, commenced in January 2015.

Time Period	Cumulative Number of Homes to Be Delivered
1st April 2015 - 31st March 2020 (5 years)	898
1st April 2020 - 31st March 2025 (5 years)	2,178
1st April 2025 - 31st March 2031 (6 years)	3,850

41 In the event of a new planning permission or variation of this planning permission, Clauses 4.10 and 4.11 of the legal agreement dated 10th March 2014 shall continue to apply.

42 Information drawn from Grainger's Illustrative Delivery Plan (December 2016).

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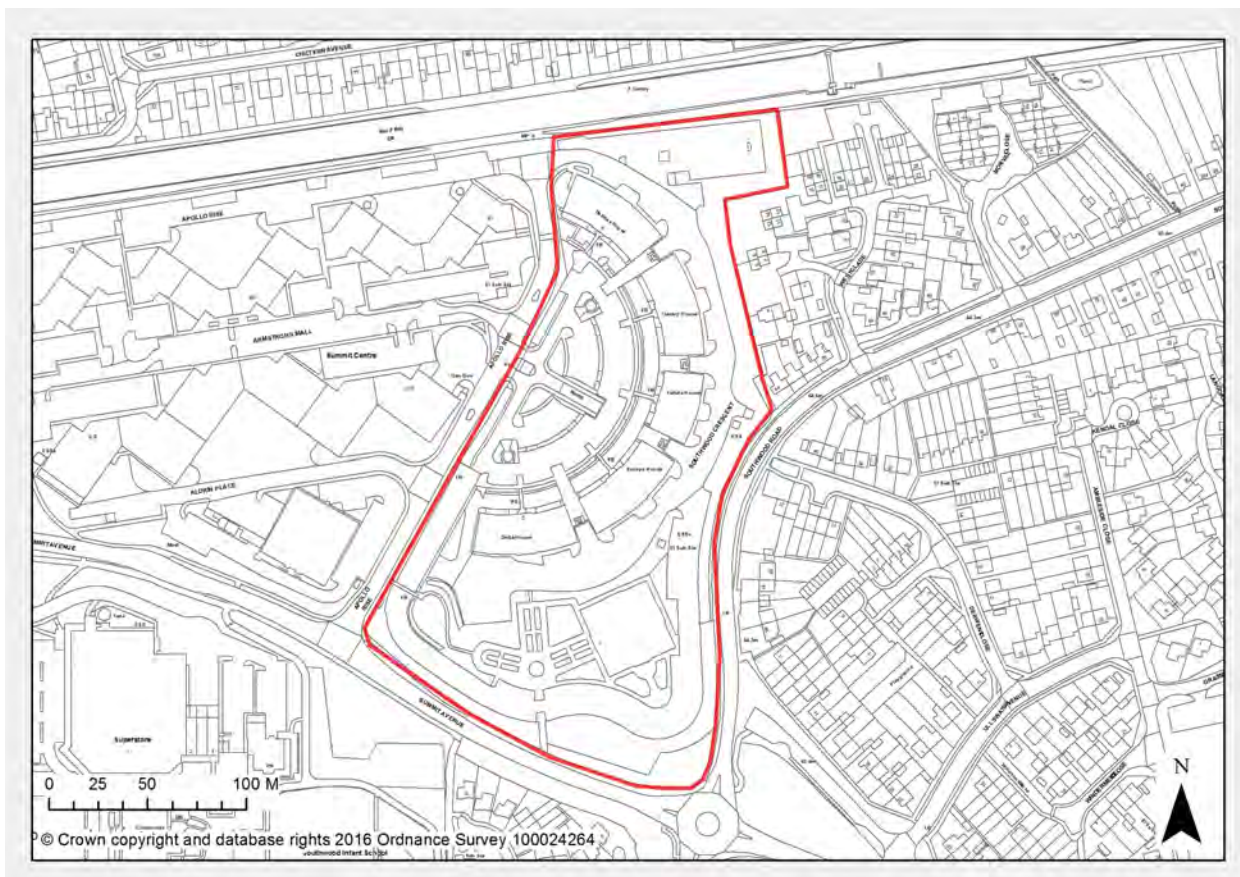
SP5 - Wellesley

Land to the north of Aldershot Town Centre is identified for a sustainable, well-designed residential-led, mixed-use development. The Council will work with partners to continue to deliver development which meets the following criteria:

- a. Phased delivery of about 3,850 homes between 2015 and 2032 in accordance with the approved masterplan for the area;
- b. A minimum of 35% of residential units to be provided as affordable housing;
- c. Phased delivery of social, physical and community infrastructure to include two new primary schools, pre-school facilities, community centre, health facilities, waste water infrastructure, open space and recreational facilities, allotments and waste facilities;
- d. Measures to avoid and mitigate any impact of development upon the Thames Basin Heaths Special Protection Area, including the provision of Suitable Alternative Natural Greenspace, and Strategic Access Management and Monitoring measures;
- e. Small-scale local employment opportunities;
- f. The provision of a local neighbourhood centre to include community uses and small-scale local retail, service, and food and drink facilities within a mix of small units within Use Classes A1, A2, A3, A4 and A5;
- g. Transport infrastructure improvements identified through the detailed Transport Assessment submitted with planning application 12/00958/OUT, or as amended;
- h. High-quality urban design reflecting the parameters of design codes agreed as part of application 12/00958/OUT, or as amended;
- i. Includes measures to support the regeneration of Aldershot Town Centre, including the provision of good pedestrian, cycle and public transport links between the new development and the Town Centre;
- j. Includes measures to provide good pedestrian and cycle links to other destinations, including North Camp (District Centre and Railway Station) and relevant secondary schools;
- k. Has regard to the character of the Aldershot Military Town and Basingstoke Canal conservation areas, and provides for the retention and improvement of heritage assets, including listed buildings and monuments, with priority to be given to the appropriate reuse of the Cambridge Military Hospital; and
- l. Measures to demonstrate adaptation and mitigation to climate change, including:
 - a. Efficient design and layout;
 - b. The provision of on-site renewable energy;
 - c. Water efficiency measures;
 - d. Integration of Sustainable Drainage Systems;
 - e. Design and initiatives which encourage the use of non-car modes for travel, including the use of Travel Plans; and
 - f. Sustainable construction techniques and energy efficiency measures.

7.6 The Crescent

7.137 The Crescent site comprises mostly vacant office buildings adjacent to an occupied employment area (Southwood Business Park). Surrounding residential development is predominantly family housing, and the mainline railway runs to the north of the site. The Southwood neighbourhood shopping facility is located within a five- to ten-minute walk.



The Crescent Site Allocation

7.138 The Council's Employment Land Review (ELR, 2016) recommended the amendment of the Southwood Business Park boundary to remove 4.1 hectares currently occupied by the Crescent office park because of relatively high levels of vacant office floorspace. Whilst the upgrading of this office stock to Grade A may improve the overall offer, its peripheral location, limited range of on-site facilities and increased competition from more-modern business parks could constrain demand and mean that such upgrading is not viable.

7.139 The redevelopment of the site for residential use is considered to be an appropriate option. It complements the surrounding area and is supported by the ongoing requirement for additional housing stock as set out elsewhere within this Plan.

7.140 Based upon the character and form of development in Westglade (immediately to the east of the site) and Southwood (to the south), the site could accommodate approximately 150 new dwellings, subject to detailed design.

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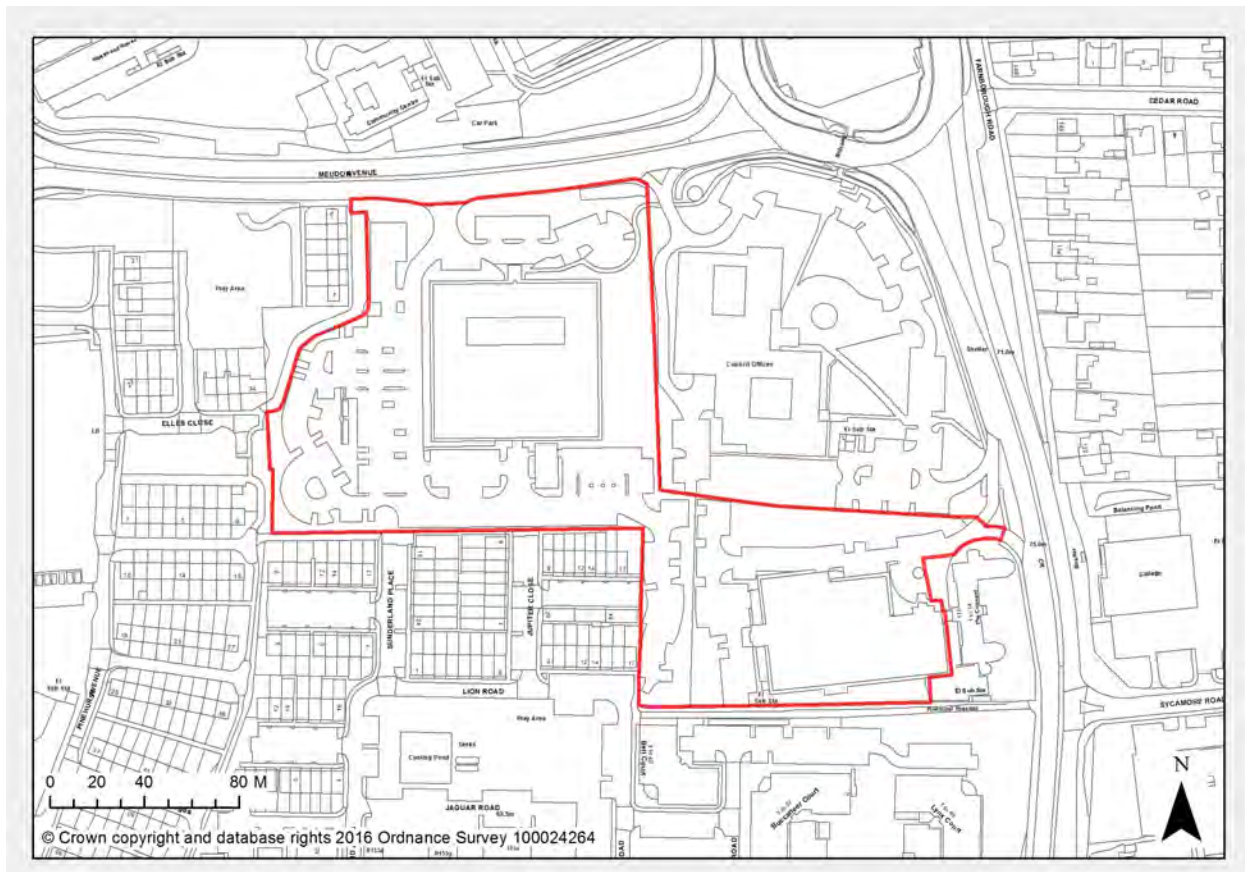
SP6 - The Crescent

The Council will work with partners to grant planning permission for a comprehensive redevelopment which provides:

1. Approximately 150 residential units, subject to further analysis and more detailed feasibility work;
2. The delivery of affordable housing in accordance with the requirements of Policy LN2 (Affordable Housing);
3. An appropriate mix of housing that reflects the findings of the most up-to-date SHMA; and
4. Where applicable, appropriate provision of social, physical and community infrastructure in accordance with other policies of the Local Plan to mitigate the impact of development.

7.7 Meudon House/115-117 Pinehurst

7.141 The Meudon House/115-117 Pinehurst site is located on the edge of Farnborough Town Centre and comprises two bespoke office buildings that originate from the 1980s.



Meudon House Site Allocation

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7.142 The buildings are located in a relatively prominent location (although set back from the road) fronting the A327 and A325 and are well located for public transport services. The existing buildings appear to be well maintained and are set in established landscaping.

7.143 The Employment Land Review (ELR, 2016) identifies that the increasing delivery and availability of modern Grade A office stock at higher-profile locations in the local area is likely to make the letting of any vacant units at the site difficult, unless they are refurbished. The stock is generally of average quality and is weaker than other provision within Farnborough, creating issues for attracting occupiers. In addition, the neighbouring uses also provide a challenge for the ongoing use of Meudon Avenue as an office location, as it is surrounded on three sides by residential development, which is fundamentally changing the character of the wider area.

7.144 In light of the recommendations arising from supporting evidence, it is considered that the site offers the potential to deliver residential development within a sustainable, edge-of-town-centre location.

SP7 - Meudon House/115-117 Pinehurst

Land at Meudon House/115-117 Pinehurst in Farnborough is allocated for sustainable, residential development. The Council will work with partners to grant planning permission for a comprehensive redevelopment which provides:

- a. Approximately 300 residential units, subject to further analysis and more detailed feasibility work;
- b. The delivery of affordable housing in accordance with the requirements of Policy LN2 (Affordable Housing);
- c. An appropriate mix of housing that reflects the findings of the most up-to-date SHMA;
- d. A layout that seeks to retain established landscaping to Meudon Avenue;
- e. Pedestrian links to adjacent developments to the north and south of the site;
- f. A layout that does not prejudice the potential redevelopment of the Council Offices site at a later date; and
- g. Where applicable, appropriate provision of social, physical and community infrastructure in accordance with other policies of the Local Plan to mitigate the impact of development.

7.8 Land at 68-70 Hawley Lane

7.145 Land at Hawley Lane, on the site of the former Camberley Rubber Mouldings (CRM), and the adjoining former Methodist Church to the east, has been derelict for a number of years. The former CRM building suffered a fire some years ago, and the business operating from the site re-located to alternative industrial premises in the East Aldershot Industrial Cluster. The former CRM premises were subsequently demolished. The Methodist Church has been unused for many years and, as of writing, remains in a precarious state.

7.146 In 2006, planning permission was refused for the redevelopment of 70 Hawley Lane for residential use (reference: 05/00696/FUL). The reasons for the refusal related to the loss of employment land and the potential impact of neighbouring employment uses on the residential living environment. However,

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circumstances have changed since this refusal. Because of the allocation of land at Hawley Lane South for small industrial units, the redevelopment of 70 Hawley Lane would no longer result in a net loss of employment land. Moreover, the comprehensive redevelopment of the site to include 68 Hawley Lane (the former Methodist Church) would provide opportunities, in terms of site layout, to manage the relationship of new development on the site with adjoining land uses. Furthermore, national planning policy requires the Local Plan to seek to meet objectively assessed housing needs, and the regeneration of long-derelict brownfield sites such as 68-70 Hawley Lane is appropriate in terms of re-using under-utilised sites in the Borough.

7.147 Land at the former CRM site fell within a Key Employment Site (KES) designation in the Core Strategy as part of the Hawley Lane East site. However, whilst parcels of the KES have regenerated (and this is recognised in the designation of the Hawley Lane East site as a Locally Important Employment Site in this Local Plan), land at the former CRM site has remained derelict.

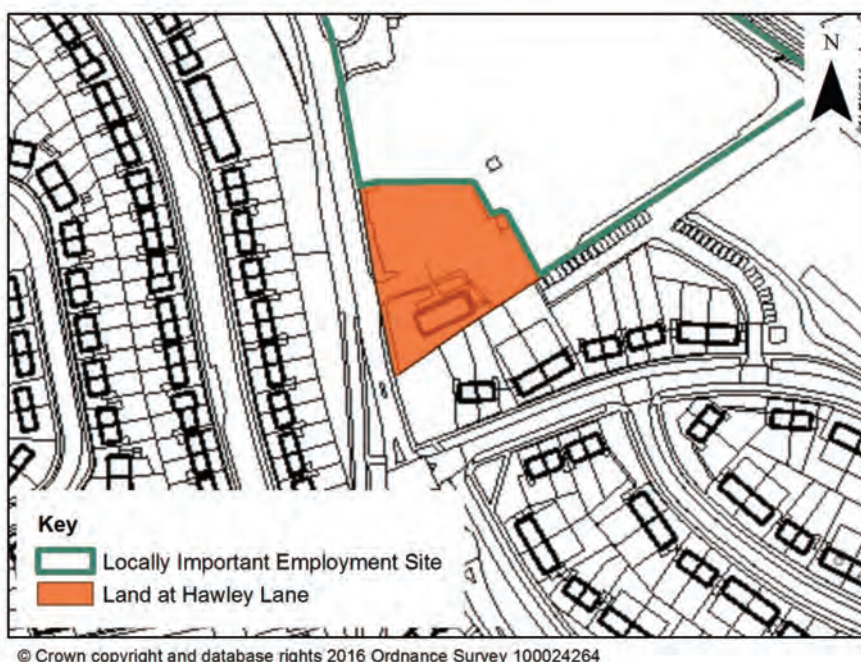
7.148 Removing the former CRM land from the employment site designation offers the opportunity for regeneration to deliver either residential development or a mixed-use residential development and community use across the CRM and former Methodist Church site. The loss of employment land is compensated for by the provision of the small industrial units on the Hawley Lane South site, enabling the removal of the former CRM site from the Hawley Lane East Key Employment Site designation. Whilst the former Methodist Church has not functioned as a community facility for many years, assessment of the principle of its loss would have to be made against Policy IN1 (Infrastructure and Community Facilities).

SP8 - Land at 68-70 Hawley Lane

Land at Hawley Lane, on the site of the former Camberley Rubber Mouldings site, and adjoining former Methodist Church, as identified on the Policies Map, is allocated for redevelopment for a residential or a mixed residential and community use. Proposals for development will be acceptable subject to:

- a. Comprehensive delivery of a mixed-use residential and community use; or
- b. Solely residential redevelopment, subject to assessment of the loss of the community use against Policy IN1; and
- c. Delivery of industrial uses on the Hawley Lane South site, to ensure that there is no net loss of employment land;
- d. An appropriate site layout which addresses satisfactorily the relationship between the adjoining land uses;
- e. An appropriate mix of housing that reflects the findings of the most up-to-date SHMA, proportionate to the scale of the site;
- f. Provision of safe access on to the highway network;
- g. Provision of on-site car and cycle parking to meet the adopted standards; and
- h. Where applicable, appropriate provision of social, physical and community infrastructure in accordance with other policies of the Local Plan to mitigate the impact of development

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Please note that this is not to scale.

7.9 Aldershot Military Town

Aldershot Garrison: The Military Town

7.149 Aldershot Garrison lies to the north of Aldershot Town Centre and is known as the 'home of the British Army'. The Garrison comprises 11,500 people, including resident troops, soldiers in transit on courses, civil servants, contractors and dependents. In January 2017, there were 3,250 UK regular forces based here, with around 500 Gurkhas and reservists. The area contains personnel accommodation, training facilities and land, administration offices, workshops, stores and extensive sports facilities. Alongside the Army facilities, there is service family accommodation (about 1,500 homes leased to the Ministry of Defence), community buildings and shared facilities, such as Aldershot Centre for Health.

Project Allenby/Connaught

7.150 Using various private finance initiatives, the Ministry of Defence (MoD) has undertaken a fundamental regeneration of the Military Town through Project Allenby/Connaught. New and improved living accommodation and facilities have been built, together with the supporting infrastructure. Training and administrative facilities have also been renewed.

7.151 Project Allenby/Connaught also identified 150 hectares of surplus land which is being developed for a mixed-use development which will include around 3,850 new homes. Details of this are set out in Policy SP5 (Wellesley).

7 Shaping Places

Army Basing Plan and Army 2020

7.152 Army 2020 sets out a proposition for delivering required levels of military capability within given manpower constraints and taking account of other changes, such as the return of personnel from Germany to the UK. The outcome is a design for a future army that will be more adaptable and flexible to undertake a broader range of military tasks at home and overseas. Army 2020 Refine sets out a policy demanding an ability to field a modernised division capable of fighting as the principal output of the Army.

7.153 Aldershot will retain an important role as the headquarters of the Army Home Command and Regional Command. The Garrison will continue to follow the Army's 'Firm Base' principle, which seeks a secure home front that sustains the Army, enables training for and deployment on operations, and ensures the support of the public.

7.154 During the Plan period, provision of new housing on MoD land to accommodate military personnel, including service family accommodation and other operational facilities, may be required as a result of the Army's re-basing. This will be considered to meet a specific local need, and Policy LN1 (Housing Mix) will not be applied. In addition, the affordable housing provision or contribution (Policy LN2) will be waived on such schemes, subject to an agreement that provision or a contribution will be made should the dwellings be sold subsequently on the open market.

The Aldershot Military Covenant

7.155 The bond between Rushmoor and the armed forces was strengthened with the official signing of the Aldershot Military Covenant with the Aldershot Garrison in 2012. The Covenant is aimed at supporting armed forces families in the area and formalises the Council's commitment to guarantee that service personnel and their families are not disadvantaged in accessing services and facilities.

Heritage Issues

7.156 The Military Town lies partly within a conservation area and contains a number of listed buildings. The area of open space around Queen's Avenue performs a number of functions. It provides a nationally important military training resource and makes an important contribution to the character of the conservation area. The open nature of this area should be retained and is protected as such as an Important Open Area (see Policy NE2: Green Infrastructure).

SP9 - Aldershot Military Town

The Council will work with the Ministry of Defence and other partners, as appropriate, to permit development subject, where relevant, to meeting the following:

- a. Consistency with the role as a Garrison and the need to meet its operational requirements;
- b. Supporting the use of the resettlement centre for the development of skills required for local employment sectors;
- c. Protecting the open character of land at, and adjoining, Queen's Parade;
- d. Providing opportunities for minimising the need to travel and encouraging sustainable transport modes, particularly by maximising opportunities for access to bus routes;
- e. Ensuring that appropriate transport mitigation is in place, as identified through a transport assessment;
- f. Supporting the integration of military and civilian personnel; and
- g. Ensuring that any new development enhances the character of the Aldershot Military Town and Basingstoke Canal conservation areas, and that heritage assets are retained and enhanced.

7.10 Blandford House and Malta Barracks

Site Context

7.157 The Blandford House and Malta Barracks site lies on land to the west of the A325, immediately to the north of the Basingstoke Canal. The site comprises Blandford House, a large detached former military residence, which is designated as a Building of Local Importance and set within extensive grounds. There are also several Buildings of Local Importance located within the grounds of Blandford House. The site wraps around Vine Close, a small modern development of houses, which is not proposed for redevelopment, and is thus excluded from the site allocation.

7.158 Malta Barracks, a former army barracks, is located in the south of the site, immediately to the north of the TA Centre and to the east of Runways End (an outdoor activity centre). Malta Barracks comprises a number of low-level buildings and hard standing. Extensive areas of woodland surround both Blandford House and Malta Barracks. The northern areas of woodland lie adjacent to the Army Golf Course.

Principles of Development

7.159 The site is allocated for a sustainable residential development of approximately 150 homes focused on the areas of previously developed land at Blandford House and Malta Barracks. The site allocation also includes the provision of about 14 hectares of Suitable Alternative Natural Greenspace (SANG) which will mitigate the potential recreational impact of the proposed development on the Thames Basin Heaths Special Protection Area, as well as provide additional SANG to support the delivery of net new housing within the Borough.

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7.160 At least 30% of residential homes should be provided as affordable units, subject to viability, in accordance with the requirements of Policy LN2 (Affordable Housing). In addition, about 5% of the residential units will be made available for self-build and custom-build homes.

7.161 The development will be expected to provide necessary supporting infrastructure to mitigate its impact. Alongside on-site provision of SANG, a contribution towards Strategic Access Management and Monitoring measures will be required. Transport infrastructure improvements should include enabling good pedestrian and cycle links to key destinations, such as Wellesley, Aldershot and Farnborough. It will also be necessary to create a satisfactory road access to the development from the primary road network.

7.162 An overarching design principle for the development is that it must be sympathetic to the site's countryside setting, demonstrating high-quality design reflective of the sylvan setting of the site. It will be particularly important to conserve and enhance the Buildings of Local Importance. Blandford House, the former residence of the General Officer Commanding Aldershot District, is a Building of Local Importance. The area around Blandford House includes a further four Buildings of Local Importance:

- Vine Cottage: 3 Farnborough Road;
- Blandford Cottages: 1 Farnborough Road;
- Blandford Cottage: 7 Farnborough Road; and
- George VI Posting Box: Forge Lane.

7.163 The bridge over the canal to the south of Malta Barracks is also designated as a Building of Local Importance. A heritage statement will be required to assess the impact of development on the Buildings of Local Importance, and any impact on the buildings' significance or setting would need to be evaluated and clearly justified. Furthermore, the proposed development should not result in any demolition of the Buildings of Local Importance. The area is also adjacent to the Aldershot Military Town conservation area, where views into and out of the site are important in conserving and enhancing the character of the area.

7.164 The site comprises extensive areas of woodland and trees set within the grounds of Blandford House. Significant tree coverage is a key feature of the site, and significant tree retention will be required. A tree survey will provide a baseline assessment of the below- and above-ground constraints of the existing tree coverage on the site.

SP10 - Blandford House and Malta Barracks

Land to the west of the A325 at Blandford House and Malta Barracks, as identified on the Policies Map, is allocated for a sustainable residential development and Suitable Alternative Natural Green Space (SANG). The Council will work with partners to deliver development which meets the following criteria:

- a. Development of approximately 150 residential homes focused on areas of previously developed land at Blandford House and Malta Barracks, using design principles which respect, and mitigate the impact on, the site's countryside setting;
- b. Provision of about 14 hectares of SANG to support housing delivery in the Borough;
- c. The delivery of affordable housing in accordance with the requirements of Policy LN2 (Affordable Housing);
- d. A target of 5% of homes to be provided through the provision of serviced plots of land for self-build and/or custom-build homes;
- e. Appropriate provision of infrastructure to mitigate the impact of development, including transport infrastructure improvements, to enable good pedestrian and cycle links to key destinations, including Wellesley, Aldershot and Farnborough, and the creation of satisfactory road access to the development from the primary road network;
- f. Measures to avoid and mitigate the impact of development upon the Thames Basin Heaths Special Protection Area, including the provision of SANG on adjacent land, and supporting Strategic Access Management and Monitoring measures;
- g. High-quality design which reflects the sylvan setting of the residential development;
- h. Appropriate design to conserve and enhance the locally listed buildings and their setting; and
- i. Retention of significant trees, and provision of replacement trees and landscaping, to mitigate the visual impact of the development on the surrounding countryside.

8 Delivering Infrastructure

8 Delivering Infrastructure

8.1 Infrastructure and Community Facilities

8.1 New development can place additional pressure on existing local infrastructure and may create a need for new facilities. Some types of infrastructure (including open space, transport, sport and recreation, telecommunications, community facilities, green infrastructure and the provision of Suitable Alternative Natural Greenspace to mitigate the potential recreational impacts of net new residential development on the Thames Basin Heaths Special Protection Area) have specific policies in this Plan.

8.2 National planning policy requires an assessment of the quality and quantity of infrastructure and the need for infrastructure to meet forecast demands. The Local Plan is supported by an Infrastructure Plan which has been prepared in consultation with infrastructure providers and sets out the infrastructure delivery associated with new development.

8.3 Infrastructure includes:

- **Transport:** strategic and local road network, cycling and walking infrastructure, rail network, airports;
- **Education:** further and higher education, secondary and primary education, nursery education;
- **Health:** acute care and general hospitals, mental care hospitals, health centres, ambulance services;
- **Social Infrastructure:** supported accommodation; facilities for groups, such as children and people with disabilities; other facilities, including community centres, cultural facilities, indoor sports facilities, open spaces, parks and play spaces;
- **Green Infrastructure:** parks, outdoor sports facilities, waterways, residential gardens, amenity green space, allotments, natural and semi-natural green spaces;
- **Public Services:** waste management and disposal, libraries, cemeteries, emergency services, places of worship, prisons, public toilets, drug treatment centres;
- **Utility Services:** gas supply; electricity supply; heat supply; water supply; waste water and sewerage treatment; telecommunications infrastructure, including the provision of high-speed broadband; waste and recycling facilities;
- **Flood Defences:** informal and formal flood defences, including flood storage areas, embankments and river walls.

8.4 The Council currently ensures that adequate infrastructure to help support new development is provided through the use of planning obligations (either provided directly or through pooled financial contributions). However, national planning policy does not enable the Council to ask for financial contributions from small developments (ten or fewer net dwellings) or to 'pool' contributions beyond five contributors from developments for infrastructure which cannot be provided solely by one development.

8.5 The Council remains undecided on whether to introduce a Community Infrastructure Levy (CIL), which provides an alternative way of funding infrastructure to the use of pooled S106 contributions. The Council is mindful of the particular circumstances in the Borough whereby development is primarily on previously developed land (subject to vacant building credit), and payments are required in association with net new residential development to mitigate the impact on the Thames Basin Heaths SPA.

Delivering Infrastructure 8

8.6 The Rushmoor Infrastructure Plan (IP, 2016) sets out the anticipated infrastructure required to support new development in the Borough up to 2032. The Infrastructure Plan identifies the anticipated timing and phasing of infrastructure provision, where known. Some projects identified may be in the process of being delivered or be programmed to be delivered in the short-term. The delivery plans of some infrastructure providers do not run for the length of the Local Plan. Through updates to the Infrastructure Plan, future infrastructure requirements will continue to be identified in conjunction with the providers. If a CIL Charging Schedule is introduced, this will be supported by a list setting out the infrastructure which will be funded through CIL.

8.7 The Infrastructure Plan shows that the key requirements for new infrastructure are associated with the development of new homes at Wellesley, as set out in Policy SP5. A further key element of infrastructure required to support new housing development in the Borough is the provision of Suitable Alternative Natural Greenspace, as set out in Policy NE1 (Thames Basin Heaths Special Protection Area). The delivery of sufficient SANG will be ongoing over the life of the Plan and will be implemented through the Council's Thames Basin Heaths Avoidance and Mitigation Strategy.

8.8 The Council will encourage dialogue between developers and service providers, including the services provided by the Council itself, to ensure that new infrastructure provision properly acknowledges opportunities and constraints of the specific development site and its surroundings. It is important that the provision of infrastructure is timed appropriately to support new development, and the Council, where necessary, will secure this through a legal agreement, following discussion with relevant partners. In some instances, infrastructure may need to be provided prior to the occupation of the development.

8.9 The Council will seek to ensure that there is adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve all new developments. Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances, this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. Where there is a capacity problem and no improvements are programmed by the water company, the Council will require the developer to set out how the appropriate infrastructure improvements will be completed prior to occupation of the development.

8.10 The development or expansion of water supply or sewerage/sewage treatment facilities will be supported, either where needed to serve existing or proposed new development, or in the interests of long-term water supply and waste water management, provided that the need for such facilities outweighs any adverse land use or environmental impact, and that any such adverse impact is minimised.

8.11 The NPPF provides strong protection for community facilities. The Local Plan will have an important role to play in ensuring that community facilities are provided in the most effective and accessible way. Existing services must be protected as much as possible. However, it is also important to get the most out of existing facilities in making sure that they are 'fit for purpose'. It is important that service provision keeps pace with new development so that existing and future communities have satisfactory access to community facilities. Appropriate developer contributions will be important in delivering this. Any new community facilities must be accessible to the communities that they serve by walking, cycling and public transport in accordance with Policy IN2 (Transport).

8 Delivering Infrastructure

8.12 For the purposes of the policy, community facilities should be taken to mean those facilities that meet the day-to-day needs of the communities that they serve. This can include meeting places, sports venues, cultural buildings and places of worship. This does not apply to public houses. The Local Plan includes a separate policy regarding public houses (Policy LN8).

IN1 - Infrastructure and Community Facilities

The Council will work with partners to ensure that infrastructure and community facilities, including those set out in the Rushmoor Infrastructure Plan, are provided in a timely and sustainable manner.

Development will be permitted provided the following criteria are met:

- a. Development includes the provision of, or makes reasonable contributions towards providing, necessary community facilities, open space, transport infrastructure and other infrastructure to address the needs arising from the proposal, including the cumulative impacts of development;
- b. Development seeks to maximise the capacity and efficiency of existing infrastructure;
- c. New community facilities and infrastructure are located and designed so that they are accessible to all and compatible with the character and needs of the local community;
- d. New community facilities are well served and linked by public transport and easily accessible by walking and cycling;
- e. It can be demonstrated that opportunities for the dual use of community and recreational facilities have been explored;
- f. The phasing and delivery of infrastructure has been agreed by the Council in partnership with relevant partners; and
- g. There is no loss or reduction in capacity of existing infrastructure, including community facilities, unless:
 - a. Replacement services or facilities are provided on site or within the vicinity which meet the need of the local population; or
 - b. Necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in local provision; and
 - c. It has been clearly demonstrated that there is no need for the facility or demand for another community use on site.

The financial viability of developments will be considered when determining the extent and priority of infrastructure requirements.

8.2 Transport

In Rushmoor

8.13 The Hampshire Local Transport Plan (2011-2031), produced by Hampshire County Council, provides the long-term framework for transport policies within the Borough. The Plan seeks to improve accessibility through the three initiatives of reduce, manage and invest. To assist in meeting the objective of creating sustainable communities, the Council will, working in partnership with Hampshire County Council and other key transport stakeholders, aim to:

- Improve accessibility to services;
- Reduce the need to travel;
- Manage congestion, and
- Achieve more sustainable travel behaviour through the policies and proposals within the Local Plan.

8.14 Hampshire County Council published a Transport Statement to set out the transport objectives and delivery priorities for the Borough. The Rushmoor Borough Transport Statement builds upon existing transport-related documents covering the Borough, notably the Local Transport Plan, and the Aldershot and Farnborough town access plans (TAP) to:

- Promote economic growth by providing a well-maintained, safe and efficient road network;
- Improve access to jobs, facilities and services by all types of transport;
- Facilitate and enable new developments to come forward; and
- Reduce carbon emissions and minimise the impacts of transport on the environment.

8.15 The Council will work with partners, including Hampshire County Council, public transport operators, Highways England and the Enterprise M3 Local Enterprise Partnership to address transport and accessibility issues in the Borough. It will also continue to work with adjoining local authorities on cross-boundary transport issues. Through such partnership working, funding has been secured to deliver improvements on the A325 from Boundary Road to Hawley Lane, and the A3011 Lynchford Road.

8.16 Through the provision of services and facilities locally, it is possible to help to minimise the need to travel, and provide greater scope for people to have a choice of modes of transport, including non-car modes. This, together with improved use of technology to facilitate increased working from home, can assist in limiting the impact of new development on the transport network.

8.17 It is essential that new developments integrate into existing movement networks and provide safe and suitable access to the road network. Development will provide a safe and secure on-site movement layout that minimises conflicts between traffic and cyclists or pedestrians, considers the needs of people with disabilities, accommodates the efficient delivery of goods, materials and supplies, and encourages the use of sustainable transport modes, whilst providing appropriate parking provision for all potential users.

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8.18 Walking and cycling have a key role to play in ensuring an increase in sustainable travel. This can be achieved by providing safe walking and cycling routes with appropriate surfaces and lighting that are accessible to all, convenient to reach and link to places where services are located. Secure, convenient and weather-resilient cycle parking will normally be required at destinations, including at key transport interchanges. Where appropriate, lockers and changing facilities should also be provided.

8.19 Proposals will be encouraged to provide infrastructure supporting the use of alternative vehicle types and fuels in support of a lower carbon future. Examples include the installation of electric vehicle charging points.

8.20 Residential and non-residential parking standards (including size and layout requirements) are set out in the Council's 'Car and Cycle Parking Standards' supplementary planning document (SPD). This is available to view at www.rushmoor.gov.uk/spds.

8.21 It is essential that new development provides appropriate waste and recycling storage areas and accessible collection points for refuse vehicles.

8.22 Development proposals will need to demonstrate that they will not have a severe residual impact on the operation of, safety of, or accessibility to the local or strategic road networks. This should be achieved by demonstrating how they will mitigate the impacts from the development itself and/or its cumulative effects. Mechanisms are in place to enable this, including the provision of, or contributions towards, necessary and relevant transport improvements, including those secured by legal agreements or through the Community Infrastructure Levy, if introduced.

8.23 The 'Planning Contributions – Transport' supplementary planning document sets out the Council's approach to determining transport contributions when considering planning applications for development in Rushmoor. This document is available to view at www.rushmoor.gov.uk/spds and will be superseded if the Council introduces the Community Infrastructure Levy.

8.24 The thresholds for the need for a transport assessment or travel plan are set out in the 'Car and Cycle Parking Standards' SPD. Below these thresholds, a transport statement may still be required for smaller schemes. Travel plans that are monitored are recognised for their part in reducing the impact on the environment by encouraging modal shift, including promoting schemes for reducing travel more generally and travel at peak times (for example, flexible working), electronic communication, car sharing or promoting transfer to alternative modes.

8.25 The policy seeks to make certain that all development proposals are designed to ensure that future development of suitable adjacent development site(s) could be accommodated from a transport and access perspective. Therefore, the Council's assessment and evaluation of planning applications will consider how development schemes safeguard future development of suitable adjoining sites. This is a core policy objective given the Council's town centre regeneration programme, where development is likely to come forward in phases.

8.26 In respect of air quality, the Environment Act 1995 requires the Council to monitor air quality across the Borough against a set of national air quality objectives. Where monitoring reveals that any of these objectives are at, or close to, being exceeded, under the precautionary principle the Council

Delivering Infrastructure 8

will implement measures to improve air quality, including, where appropriate, the designation of an air quality action plan. This will also help to address issues of air quality impacts upon the European sites of nature conservation value in the Borough. Further detail is set out in Policy DE10 (Pollution).

IN2 - Transport

Development should seek to minimise the need to travel, promote opportunities for sustainable transport modes, and improve accessibility to local facilities and linkages with the surrounding pedestrian and cycle network.

Development will be permitted that:

- a. Integrates into existing movement networks;
- b. Provides safe, suitable and convenient access for all potential users;
- c. Provides an appropriate on-site movement layout suitable for all potential users;
- d. Provides appropriate parking provision, in terms of amount, design and layout, in accordance with the adopted 'Car and Cycle Parking Standards' supplementary planning document;
- e. Provides appropriate waste and recycling storage areas and accessible collection points for refuse vehicles;
- f. Does not have a severe impact on the operation of, safety of, or accessibility to the local or strategic road networks;
- g. Mitigates impacts on the local or strategic road networks, arising from the development itself and/or the cumulative effects of development, through the provision of, or contributions towards, necessary and relevant transport improvements, including those secured by legal agreements or through the Community Infrastructure Levy;
- h. Provides a transport assessment and travel plan in accordance with the thresholds set out in the adopted 'Car and Cycle Parking Standards' supplementary planning document;
- i. Ensures that all development proposals provide a co-ordinated and comprehensive scheme that does not prejudice the future development or design of suitable adjoining sites; and
- j. Takes appropriate measures to avoid adverse impact on air quality, including on European nature conservation sites.

8.3 Telecommunications

8.27 The continued growth of fast, reliable and affordable telecommunications is essential for the Borough in terms of economic development and improved communications for residents.

National context

8.28 National planning policy supports the development of telecommunications, subject to the submission of necessary evidence to justify the proposed development. In preparing local plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high-speed broadband. The number of masts and sites for installations should

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be kept to a minimum. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate.

8.29 Whilst there is often local concern about health issues, national planning policy makes it clear that local planning authorities must determine applications on planning grounds.

In Rushmoor

8.30 Good telecommunications, and the infrastructure that it requires, is an essential part of modern day living and, as set out above, supports economic growth, including facilities for those who are self-employed. However, poorly designed and poorly sited equipment can have a detrimental impact on the character and appearance of a building and the wider area. The following policy provides clear assessment criteria and guidance to applicants about the considerations to be taken into account when planning for future telecommunications and utilities equipment. The policy applies to planning applications or prior notification applications and should be read in conjunction with other policies, specifically those relating to sensitive areas, such as conservation areas.

8.31 The Council recognises the importance of access to broadband to residents, communities and businesses across the Borough and will be supportive of programmes which aim to increase coverage. However, this needs to be delivered in tandem with providing for high-speed broadband infrastructure on new developments.

IN3 - Telecommunications

New development will be expected to provide for appropriate telecommunications provision, including for high-speed broadband. Telecommunications development will be permitted subject to the provision of evidence to demonstrate that significant adverse impact on residential amenity, visual amenity, heritage assets and the character or appearance of the surrounding area has been avoided or minimised by:

- a. Exploring possibility of sharing sites and facilities;
- b. Considering long-term requirements, where appropriate, in order to minimise further works;
- c. Selecting a location and siting within the site which is the least visually intrusive; and
- d. Using all available technological solutions to reduce visual impact.

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9 Creating High-Quality and Distinctive Environments

9.1 Valuing and Conserving the Historic Environment

National Policy

9.1 The NPPF (Paragraph 126) states that local planning authorities should set out a positive strategy in their local plan for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource, and conserve them in a manner appropriate to their significance. Local plans should contain a clear strategy for enhancing the built and historic environment (Paragraph 157).

9.2 In developing a positive strategy, local planning authorities should take into account:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- The desirability of new development making a positive contribution to local character and distinctiveness; and
- Opportunities to draw on the contribution made by the historic environment to the character of a place.

9.3 Local planning authorities should have up-to-date evidence about the historic environment in their area and use it to assess the significance of heritage assets and the contribution that they make to their environment (Paragraph 169). The principal evidence base for the historic environment is the Historic Environment Record maintained by Hampshire County Council.

In Rushmoor

9.4 The urban areas of Rushmoor have distinctive local characteristics that relate to the Borough's history and how and when the towns of Aldershot and Farnborough developed.

9.5 The development of Aldershot is linked intrinsically to the growth of the Army. Much of the built form remains today and includes important individual buildings such as the Grade II listed Cambridge Military Hospital. The proposed site of the Wellesley development contains important military history, both through existing street patterns and planting and through buildings of historic interest. Development proposals will be expected to integrate this important historic fabric into the overall design.

9.6 Farnborough, long famous for its Airshow, led the world as a pioneer location for flying. At the start of the 20th Century, His Majesty's Balloon Factory was set up on army training land in Farnborough, and the first recorded flight with a powered aircraft took place, piloted by Samuel Cody. Individual buildings, such as the wind tunnels on Farnborough Business Park, provide important links to this aviation history and support Farnborough's position as the birthplace of British aviation.

9 Creating High-Quality and Distinctive Environments

9.7 In January 2017, Rushmoor Borough had a total of 94 listed buildings, including four Grade I and three Grade II*, which are the highest designations and therefore the most important listed buildings in the Borough. A total of three were 'at risk' in 2015, according to Historic England. These are:

- Q121 Wind Tunnel: Hall Road, Farnborough (Grade I);
- R133 Transonic Wind Tunnel: Hall Road, Farnborough (Grade I); and
- Church of the Holy Trinity: Albert Road, Aldershot (Grade II).

9.8 Rushmoor Borough Council also maintains a list of Buildings of Local Importance, also referred to as the Local List. The Local List is a locally designated register of buildings in Rushmoor which will receive special consideration when planning proposals are submitted for approval to the Council. The Local List is separate to the nationally designated Statutory List, the latter being managed by Historic England.

9.1.1 Development Affecting Heritage Assets

A Positive Strategy for the Historic Environment

9.9 Conserving and enhancing the historic environment is one of the Government's aims of sustainable development, and one of the twelve core principles of the NPPF. Heritage assets, including archaeological sites, historic buildings, historic parks and gardens, and historic landscapes are an irreplaceable resource and should be conserved appropriate to their significance. In Rushmoor, heritage assets relating to the military or aviation history of the Borough are considered to be of particular significance.

Military Heritage

9.10 Aldershot Military Town was established as a garrison town in the 1850s in response to a growing requirement for a military presence overseas. In 1854, 8,000 acres of low-cost heath at Aldershot were purchased as the site of the first permanent training ground for the Army, large enough to run regular summer exercises for ten to twelve battalions at one time.

9.11 By the late part of the 19th Century, the temporary camps had been replaced with buildings of brick and slate and had grown to become the largest British military garrison in the British Empire, with its own water and power supply, food production, police and fire brigades. In addition, it became the centre of military innovation and attracted military scientists, engineers and experimenters. Many of the camp commanders were reformers concerned with the conditions under which the ordinary soldier lived, and with their welfare and education, as well as their military training. Gradually, the camps were provided with facilities and infrastructure, such as schools, a hospital, a power station and a sewage works, making Aldershot a complete military town. Some of the roads in North Camp were built to accommodate a marching army and so were wider than usual. Buildings were laid out on a formal grid pattern, with both buildings and spaces having key functions within the barracks.

9.12 The arrival of the Army had a massive impact on the two small settlements of Aldershot and Farnborough, particularly Aldershot. In 1851 the population of Aldershot was a little under 1,000, and Farnborough was 477. By 1861 Aldershot's population had soared to 16,720, whilst Farnborough had a population, including military personnel, of 5,530. By 1901, Aldershot had a population of 30,974. The presence of the camps led to new commercial centres being built to serve them and the rapidly expanding population, which from the 1860s and 1870s had also begun to include rail commuters to London.

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Aviation Heritage

9.13 In 1905, His Majesty's Balloon Factory was set up in Farnborough. From that time, and under a variety of names, Farnborough became one of the key sites in the world relating to developments in aviation, aerospace and defence technology.

9.14 The Royal Aircraft Establishment (RAE) site is considered the hub of Farnborough's aviation history. Since it was decommissioned and vacated by the Ministry of Defence (MoD) in 1998, a substantial number of historic buildings, and subsequently a significant part of the area's local heritage, have been lost. Despite these clearances, what remains of the original site still represents one of the best examples of its kind in the world. The Farnborough Airshow, held every two years, continues to reflect the history and advances in aerospace. The following buildings are recognised and protected by statutory listing:

- Q121 Wind Tunnel: Hall Road, Farnborough (Grade I);
- R133 Transonic Wind Tunnel: Hall Road, Farnborough (Grade I);
- G1 Building at the Royal Aircraft Establishment: Belsize Road, Farnborough (Grade II*);
- F49A Centrifuge Facility: Queen's Gate Site, Farnborough (Grade II);
- G29: Lancaster Road, Farnborough (Grade II);
- Portable Airship Hanger of 1910 (formerly Buildings R51 and Q65): Pinehurst Road, Farnborough (Grade II); and
- R52 Wind Tunnel: Hall Road, Farnborough (Grade II).

Pottery Production

9.15 The Blackwater Valley has been a focus for pottery production for nearly 800 years. From the late medieval period to the 18th Century its pottery industry was one of the most important suppliers of household ceramics in southern Britain, providing more than half of the pottery for London and found extensively in the New World as far afield as Virginia, Newfoundland and Jamaica. The archaeological evidence for pottery production in Rushmoor is therefore of international interest.

9.16 National policy is that substantial harm to or loss of a designated heritage asset of the highest significance should be wholly exceptional. Substantial harm to or loss of a Grade II designated heritage asset should at least be exceptional, but where that asset is of military or aviation interest, given the significance of such assets to the Borough, the Council will apply the 'wholly exceptional' approach.

9.17 Less than substantial harm to a designated asset of military or aviation interest will be judged on a case-by-case basis, but the Council will normally only allow such harm in exceptional circumstances.

9.18 For non-designated assets (Buildings of Local Importance), the Council will make a balanced judgement on a case-by-case basis, having regard to the scale of any harm or loss and the significance of the heritage asset. Non-designated assets of military or aviation interest will, however, be accorded greater weight in this balancing exercise than other non-designated assets.

9 Creating High-Quality and Distinctive Environments

Heritage

9.19 Conserving and enhancing heritage assets includes the desirability of sustaining and enhancing them through viable reuse consistent with their conservation; the wider social, curatorial, economic and environmental benefits of the historic environment; the desirability of new development making a positive contribution to local character and distinctiveness; and the opportunity to draw on the character of the historic environment in enhancing the character of a place.

9.20 The impact of development on heritage assets is a material consideration. and the planning authority will, in such cases, require a planning application to be supported by a heritage statement. This should set out the impact of the development on historic assets, both known assets and currently unidentified heritage assets. The heritage statement should set out, in a manner appropriate to the significance of the heritage asset and the impact of development, the positive contribution of the development, the loss and harm caused by the development, and an appropriate mitigation of that loss and harm, including through design, recording where adverse impact are unavoidable and the promotion of knowledge.

9.21 The heritage statement should, as a minimum, cross reference to the Hampshire Historic Environment Record (HER), and appropriate expertise should be applied in assessing the importance, impact, opportunity and mitigation. The Archaeology and Historic Buildings Record (AHBR) is the Historic Environment Record for Hampshire County Council. It is an index to the known archaeological sites and finds, historic buildings, designed and historic landscapes, parks and gardens, and industrial monuments in the county.⁽⁴³⁾ In many cases, it will be necessary for the heritage statement to assimilate knowledge of the site from a variety of sources (a desk-based assessment), and in other fewer cases it may need to include the results of on-site recording or assessment, such as evaluation. This is particularly the case where a constraint associated with the historic environment might potentially outweigh the merits of development (for example, where an archaeological site might be discovered that merits preservation).

9.22 The heritage statement should consider the direct impacts of development, as well as the indirect impacts, such as on the setting of heritage assets outside the development. It should consider the positive role of the historic environment in the development, its layout and design, and the opportunities to enhance the locality or to improve the management or enjoyment of heritage assets that might arise from the development. Where loss is unavoidable, it should mitigate this loss through record and through the dissemination of that knowledge. Whilst this dissemination is likely to be a written record, such as a published report, it might also include on site opportunities for the community, such as presentation, engagement or public art. Green infrastructure has a clear role to play in drawing out the benefits to the community of heritage assets within and in vicinity to developments.

43 Available at <http://historicenvironment.hants.gov.uk/AHBSearch.aspx>.

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HE1 - Heritage

The Council will seek to conserve and enhance heritage assets, particularly those that are recognised as having an intrinsic link to the military or aviation history of the Borough.

Proposals will be assessed by reference to the significance of the asset. Substantial loss of, or harm to, nationally important sites, or military or aviation heritage assets, should only be considered in wholly exceptional circumstances.

Proposals which affect, or have the potential to affect, heritage assets will provide a heritage statement which:

- a. Describes the significance of the asset and its setting, using appropriate expertise and where necessary original survey, at a level of detail proportionate to its significance and sufficient to understand the potential impact of the proposal; and
- b. Sets out the impact of the development on the heritage assets and a suggested mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and present heritage assets, as well as recording loss and advancing knowledge.

Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

Demolition of a Heritage Asset

9.23 Any proposed demolition or partial demolition of a designated heritage asset, non-designated (local) heritage asset or structures associated with the asset will only be permitted where it is considered that the works will not have a detrimental impact on the significance or historic fabric of the Asset. Where an application is submitted for demolition or partial demolition, the following information will be required:

- A structural survey, repairs report, costs and full recording of the asset;
- Evidence of the asset having been marketed for an effective length of time to accommodate an appropriate use;
- Evidence of grant funding sought; and
- Archaeological finds investigated and recorded or preserved in situ.

9 Creating High-Quality and Distinctive Environments

HE2 - Demolition of a Heritage Asset

The demolition or partial demolition of a heritage asset, particularly those with an intrinsic link to the aviation or military history of the Borough, will not be permitted unless every practical effort has been made to retain it. The more significant the asset, the greater the weight applied, and demolition of nationally important assets should be wholly exceptional. In particular the Council will consider:

- a. The condition of the building/structure and the cost of repair and maintenance in relation to its importance and value derived from its continued use;
- b. The adequacy of efforts to retain the building/structure in use; and
- c. Whether demolition is necessary to achieve substantial public benefits.

9.1.2 Development within Conservation Areas

9.24 There are eight conservation areas within Rushmoor, each of which justify their status because of their special architectural or historic interest. As an example, the Aldershot West conservation area includes high-quality Victorian terraced housing, together with public buildings such as the Old Town Hall and the West End Centre. Overall, the area provides a typical example of Aldershot as it was in the early 20th Century.

9.25 In order to ensure that the Conservation Area status is not devalued over the length of the Plan period, the special interest of these heritage assets need to be conserved or, where possible, enhanced.

9.26 Conservation area character appraisals/management plans provide the analysis of what is positive and negative, and identify opportunities for beneficial change or the need for additional protection and restraint. The information in appraisals is also helpful to those considering investment in the area and can be used to guide the form and content of new development.

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HE3 - Development within or adjoining a Conservation Area

When considering development proposals within or adjoining a conservation area, the Council will seek to conserve, enhance or better reveal:

- a. Significant views/buildings;
- b. Areas of townscape quality;
- c. Important built features such as chimneys, roof lines, and open areas or natural features, all of which can be an essential part of the character and appearance of the heritage asset.

Proposals which would have a detrimental effect on such features will not normally be permitted. Conservation area character appraisals/management plans will help provide the basis for the identification of such features.

Where permission is required for signage or advertisements, it is important that the design, materials, colour, illumination and positioning are appropriate in relation to the building and the conservation area.

Basingstoke Canal Conservation Area

The Council will not permit development adjoining, over, or under the Basingstoke Canal conservation area which:

- a. Would adversely affect the Canal's landscape, ecological and historical character; or
- b. Would detract from the visual character or enjoyment of the Canal through the creation of noise, fumes, smoke or effluents.

9.1.3 Archaeology

9.27 New sites are discovered all the time, most commonly in areas where there has been little previous archaeological investigation.

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HE4 - Archaeology

The Council will support development proposals which do not adversely affect nationally significant features of archaeological or historic importance or their setting.

Where such features of archaeological or historic importance or their settings are affected, the development should seek to conserve and, where possible, enhance them.

If there is evidence that archaeological remains may exist but the extent and significance are unknown, the Council will require developers to undertake an archaeological impact assessment. Where it is subsequently identified that there are significant archaeological remains, these should normally be preserved in situ. Where the Council concludes that preservation in situ is not justified, it will seek, prior to the development, appropriate provision for the excavation, recording and public presentation of remains.

9.2 Design in the Built Environment

National Policy

9.28 The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people. It is important to plan positively for the achievement of high-quality and inclusive design for all development, including individual buildings, public and private spaces, and wider area development schemes.

9.29 Design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.

In Rushmoor

9.30 An assessment of the roles and relationships of the area or site to its strategic context, together with an appreciation of the individual characteristics of form and the way a place is used, will lay the foundations for a good design response. The Aldershot and Farnborough Townscape Assessment (Hampshire County Council, 2010) and the Landscape Assessment of Rushmoor (Rushmoor Borough Council, 2009) provide a sound basis for assessing the existing context for development proposals, and applicants are encouraged to use the findings of these documents to inform their proposals.⁽⁴⁴⁾ Applicants are encouraged to engage with the Council at an early stage in the application process in order to ensure a good design outcome is achieved.

44 The Aldershot and Farnborough Townscape Assessment (2010) is available to view at www.hants.gov.uk/landplanningandenvironment/environment/landscape/integratedcharacterassessment/townscapeassessments. The Landscape Assessment of Rushmoor (2009) can be viewed at www.rushmoor.gov.uk/article/2932/Background-evidence-on-landscape-character.

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DE1 - Design in the Built Environment

New development will be required to make a positive contribution towards improving the quality of the built environment. It will:

- a. Include high-quality design that respects the character and appearance of the local area;
- b. 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;
- c. Respect established building lines;
- d. Take account of adjacent building heights, fenestration, roof and cornice lines;
- e. Use materials sympathetic to local character;
- f. Give consideration to the introduction of contemporary materials that respect or enhance existing built form;
- g. Include a level of architectural detail that gives the building visual interest for views both near and far;
- h. Make a positive contribution to the public realm – facing the street, animating it and ensuring that all open space within the curtilage of the site is positively used and managed;
- i. Where appropriate, ensure that existing landscape features (for example, topography (the surface shape) and trees worthy of retention) are included within the overall design of the scheme from an early stage;
- j. Give appropriate consideration to the relationship between public and private space;
- k. Have regard to the relevant character appraisal if proposing development within a conservation area; and
- l. Demonstrate, through a supporting design and access statement,⁽⁴⁵⁾ that the wider, existing context has been factored into the proposals through analysis of the following:
 - a. Surrounding uses;
 - b. Scale;
 - c. Massing;
 - d. Layout;
 - e. Landscape (setting of development);
 - f. Materials;
 - g. Orientation; and
 - h. Topography
- m. All development proposals will demonstrate how they will incorporate sustainable construction standards and techniques. Major commercial developments over 1,000 sq m gross floorspace will be required to meet BREEAM 'very good' standard overall (or any future national equivalent) and BREEAM 'excellent' standard for water consumption (or any future national equivalent).

9.2.1 Residential Internal Space Standards

National Policy

9 Creating High-Quality and Distinctive Environments

9.31 To deliver a wide choice of high-quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand (NPPF, Paragraph 50).

9.32 The Government attaches great importance to the design of the built environment. Hence, it is important to plan for the achievement of high-quality and inclusive design for all development, including individual buildings, public and private spaces, and wider area development schemes (NPPF, Paragraph 57).

9.33 Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development (NPPF Paragraph 58).

9.34 In March 2015, the Government announced a new approach to the setting of technical housing standards in England.⁽⁴⁶⁾ A nationally described space standard was published as part of this, setting out requirements for the gross internal (floor) area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor-to-ceiling height.

In Rushmoor

9.35 As the NPPF states (Paragraph 57), it is important to plan for the achievement of high-quality and inclusive design for all development, including individual buildings. Housing developments should be of the highest quality internally, externally and in relation to their local context. All new housing should have sufficient internal space to cater for a variety of different household needs, with the aim of promoting high standards of liveability, accessibility and comfort. The standards outlined in the Local Plan policy are derived from the nationally described space standard and have been incorporated into the Whole Plan Viability testing to ensure that they are deliverable.

9.36 Applicants are required to demonstrate how the internal space standards have been applied and are encouraged to provide dwelling plans not smaller than 1:100 scale, with metric room dimensions identified and the gross internal area (GIA) clearly identifiable. Housing which exceeds minimum dwelling sizes will always be encouraged.

9.37 No amount of sensitive design can compensate for houses and flats that are too small. The new minimum space standards will improve residents' quality of life and ensure that our homes are accessible and able to accommodate changing personal circumstances and growing families.

9.38 Extra space will enable homes to be more than mere dormitories, encouraging sociable rooms within homes and giving individual family members private space when they need it.

45 Applies only to 'major development', as defined in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, but excluding engineering and mining operations and waste development.

46 See www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard.

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DE2 - Residential Internal Space Standards

Where planning permission is required, proposals for new residential units (including change of use or conversions) will ensure that the internal layout and size are suitable to serve the amenity requirements of future occupiers. The Council will assess all development proposals against the following minimum standards:

Number of Bedrooms (b)	Number of Bed Spaces (persons)	1-Storey Dwellings	2-Storey Dwellings	3-Storey Dwellings	Built-In Storage ⁽⁴⁷⁾
1b	1p	39 (37) ⁽⁴⁸⁾	-	-	1.0
	2p	50	58	-	1.5
2b	3p	61	70	-	2.0
	4p	70	79	-	
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Minimum Gross Internal Floor Areas and Storage (sq m)

The residential space standards also require the following:

- 47 Built-in storage areas are included within the overall GIA and include an allowance of 0.5 square metres for fixed services or equipment, such as a hot-water cylinder, boiler or heat exchanger.
- 48 Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39 square metres to 37 square metres, as shown bracketed.

9 Creating High-Quality and Distinctive Environments

- a. A dwelling with two or more bedspaces has at least one double (or twin) bedroom;
- b. In order to provide one bedspace, a single bedroom has a floor area of at least 7.5 sq m and is at least 2.15 m wide;
- c. In order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5 sq m;
- d. One double (or twin bedroom) is at least 2.75 m wide and every other double (or twin) bedroom is at least 2.55 m wide;
- e. Any area with a headroom of less than 1.5 m is not counted within the gross internal area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1.0 sq m within the gross internal area);
- f. Any other area that is used solely for storage and has a headroom of 900-1500 mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900 mm is not counted at all;
- g. A built-in wardrobe counts towards the gross internal area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. A built-in area in excess of 0.72 sq m in a double bedroom and 0.36 sq m in a single bedroom counts towards the built-in storage requirement; and
- h. The minimum floor to ceiling height is 2.3 m for at least 75% of the gross internal area.

9.2.2 Residential Amenity Space Standards

National Policy

9.39 The NPPF (Paragraph 17) states that a set of twelve planning principles should underpin both plan-making and decision-taking. One such principle is that planning should always seek to secure high-quality design and a good standard of amenity for all existing and future occupants of land and buildings.

9.40 The NPPF (Paragraph 57) also states that it is important to plan for the achievement of high-quality and inclusive design for all development, including individual buildings, public and private spaces, and wider area development schemes.

In Rushmoor

9.41 Residential amenity space standards have been established by considering the outdoor space required for furniture, access and activities, and in relation to the number of occupants. These minimum areas and dimensions provide sufficient space for either a meal around a small table, clothes drying or a family to sit outside with visitors.

9.42 Where possible, rear gardens should have separate direct access so that bicycles and garden equipment may be taken into the garden without passing through the home.

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DE3 - Residential Amenity Space Standards

Where planning permission is required, all new residential development and conversions will be required to provide good-quality, useable private outdoor space in the form of gardens, balconies, and/or roof terraces.

The minimum requirement for private outdoor space is a 5 sq m balcony within flatted development accessible from the main habitable room and a 15 sq m garden for 1-2 person dwellings in the form of houses. A garden space of a minimum of 30 sq m will be required for family housing (two-bedroom residential units and above).⁽⁴⁹⁾

Where buildings utilise roofs to provide private outdoor amenity space, the proposal should take into consideration issues of design, overlooking and crime prevention. Use of roofs for amenity purposes will need to be balanced with the use for green roofs and renewable energy equipment through careful design which integrates the benefits for amenity, biodiversity and carbon reduction.

Where practicable, all new residential developments and residential conversions should provide step-free access and a level threshold from homes to private outdoor space.

The minimum depth and width of all balconies and other private external spaces is expected to be 1500 mm.⁽⁵⁰⁾

In exceptional circumstances, where site conditions make it impossible to provide private open space for all dwellings, additional internal living space equivalent to the private open space requirement will be added to the minimum GIA of the dwelling, as outlined in Policy DE2.

9.2.3 Sustainable Water Use

National Policy

9.43 The NPPF expects local planning authorities to adopt proactive strategies to adapt to climate change which take full account of water supply and demand considerations, including whether the application of a tighter water efficiency requirement for new homes is justified to help manage demand.

9.44 All new homes already have to meet the mandatory national standard set out in the Building Regulations of 125 litres per person per day. However, where there is a clear local need, local planning authorities can set out a Local Plan policy which requires new dwellings to meet the tighter Building Regulations optional water efficiency requirement of 110 litres per person per day.

49 Based on the furniture, access and activity requirements of the Homes and Communities Agency's (HCA) legacy Housing Quality Indicators (Version 4, 2007), and drying space and private open space requirements of the Department for Communities and Local Government's (DCLG) (2009) 'Code for Sustainable Homes' Technical Guide (ENE4 and HEA3).

50 Based on English Partnership's (2007) 'Quality Standards: Delivering Quality Places', the furniture, access and activity requirements of the HCA's legacy Housing Quality Indicators (Version 4, 2007), and drying space and private open space requirements of the DCLG's (2009) 'Code for Sustainable Homes' Technical Guide (ENE4 and HEA3).

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9.45 It will be for a local planning authority to establish a clear need based on:

- Existing sources of evidence;
- Consultations with the local water and sewerage company, the Environment Agency and catchment partnerships; and
- Consideration of the impact on viability and housing supply of such a requirement.

In Rushmoor

9.46 Water provision in Rushmoor is under the jurisdiction of South East Water. In terms of the evidence available to justify the requirement to meet the tighter water efficiency standard, the Environment Agency report 'Water Stressed Areas: Final Classification' (2013) identifies that the South East Water area is characterised by serious water stress. This is based on current and future water usage and climate change scenarios.

9.47 In addition, the Thames River Basin Management Plan (2009) recognises that demand for water is extremely high in the south east of England, leading to concerns over maintaining the water resources available for people and the environment. The Thames River Basin district is one of the driest in the country, receiving a quarter less rainfall than the national average. There is less water per person than many Mediterranean countries. The aquifers that supply drinking water also have to provide flow for rivers and wetlands. It is therefore essential to safeguard supplies and the environment by protecting groundwater from pollution, and managing the water resource.

9.48 The Loddon Catchment Abstraction Management Strategy (CAMS, May 2014) sets out local water resource availability and the wider water situation, including the pressures facing the region. The Blackwater area (AP7) has local resource status of 'water available for licensing'.

9.49 On the basis of this evidence, the Local Plan requires a tighter optional water efficiency requirement of 110 litres per person per day in the construction of all new dwellings over the Plan period.

DE4 - Sustainable Water Use

All new homes are required to meet the water efficiency standard of 110 litres/person/day, to be achieved by compliance with the Building Regulations

New non-residential development of 1,000 sq m gross external area (GEA) or more will provide evidence on completion, through the submission of a post-construction BREEAM certificate, of achievement of the BREEAM 'excellent' standard for water consumption (or any future national equivalent).

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9.2.4 Proposals Affecting Existing Residential (C3) Uses

National Policy

9.50 The NPPF (Paragraph 17) states that a set of twelve planning principles should underpin both plan-making and decision-taking. One such principle is that planning should always seek to secure high-quality design and a good standard of amenity for all existing and future occupants of land and buildings.

9.51 The NPPF (Paragraph 47) also requires local planning authorities to boost significantly the supply of housing. By implication, the loss of an existing housing stock would be at odds with this clear message from the Government.

DE5 - Proposals Affecting Existing Residential (C3) Uses

Where planning permission is required for:

- a. Residential extensions, and/or
- b. Conversions, and/or
- c. Sub-division,

Proposals will be required to:

- a. Respect and enhance the local, natural or historic character of the environment, paying particular regard to scale, materials, massing, bulk and density;
- b. Ensure that there is no detrimental impact on neighbouring properties in respect of residential amenity and access to daylight;
- c. Ensure that there is no detrimental impact on the amenity of occupants;
- d. Ensure that an appropriate level of amenity space is provided;
- e. Provide adequate off-street parking to serve the property; and
- f. Ensure no adverse effect on trees worthy of retention.

The Council will seek to minimise the loss of homes in the Borough by resisting development that would involve the net loss of residential units, unless it can be demonstrated that the proposal will:

- a. Enable sub-standard units to be enlarged to meet residential space standards;
- b. Enable existing affordable homes to be adapted to address an identified shortfall in larger affordable dwelling sizes;
- c. Be a more appropriate use because of existing environmental conditions;
- d. Ensure that a building of architectural or historic importance can be retained or renovated;
- e. Be incorporated in a comprehensive scheme of redevelopment where there is no net loss of residential units; or
- f. Provide an essential community facility which cannot be provided elsewhere.

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9.3 Open Space, Recreation and Leisure

9.52 Open space and sport and recreation facilities play an important role in the health, well-being and quality of life of the local community. The protection and enhancement of open space to support active lifestyles is particularly important in Rushmoor, which experiences issues around childhood and adult obesity.

9.53 The Rushmoor Open Space, Sport and Recreation Study (2014) assessed the quality, quantity and accessibility of open space within the Borough. It provides the detailed evidence base for a strategy to protect and improve open space, sport and recreation facilities. The study also identifies the contribution that MoD-owned land and built facilities make to provision within Rushmoor, whilst noting that the use of MoD land is subject to military by-laws. The study is supported by the Rushmoor Playing Pitch Strategy 2014-2020 (2014), which focuses on a detailed assessment of playing pitch provision within the Borough.⁽⁵¹⁾ Open space will also form part of the Borough's green infrastructure, and Policy NE2 (Green Infrastructure) seeks to protect the function and network of open spaces.

Open Space

9.54 The Rushmoor Open Space, Sport and Recreation Study (2014) highlights differences in the quantity of open space provision, with some areas in Farnborough deficient in parks and gardens and/or natural and semi-natural green space. There are also deficiencies in allotments. In addition, the study identifies a need to improve the provision of small parks and gardens and the quality of local areas of play in Aldershot.

9.55 Because there will be limited opportunity to create new open space within the built-up area, the policy approach is to protect against the loss of existing open space and to focus on its enhancement. Major areas of open space are shown on the Policies Map, but there are also other areas of open space which are used for sport or recreation, or have visual amenity.

9.56 Development for sports and recreation provision on areas of open space used for recreation or outdoor sport, or having visual amenity, may be acceptable where the proposed development improves the use of the open space (for example, the provision of small-scale ancillary changing rooms). Any ancillary facilities should be of a scale and siting designed to minimise the impact on the open space.

9.57 Locally derived open space accessibility, quantity and quality standards will be applied to new residential development, as set out below. In addition, Policy DE7 sets out the requirements for playing field provision and contributions. Large residential developments of over 100 dwellings will be expected to provide on-site open space, unless the site is in a location, such as a town centre, where a financial contribution may be considered more appropriate. On smaller residential developments, of up to about 100 dwellings, because of the limitations on providing satisfactory on-site provision, part or all of the open space may be best provided for in the form of a financial contribution, of equivalent value to on-site provision, towards the enhancement and management of open space. This policy will be supported by a supplementary planning document that sets out more detail on open space provision and financial contributions.

51 The Rushmoor Open Space, Sport and Recreation Study (2014) and the Rushmoor Playing Pitch Strategy 2014-2020 (2014) are available to view at www.rushmoor.gov.uk/newlocalplan.

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9.58 The open space standards for Rushmoor are:

Open Space Typology	Accessibility Standard	Quantity Standard
Parks and gardens	Borough parks and gardens: 3.2 km Local parks and gardens: 1.2 km Small local parks and gardens: 400 m	1.66 ha per 1000 head of population
Amenity green space	400 m	0.13 ha per 1000 head of population
Provision for children and young people: NEAPs	600 m	1.16 sites per 1000 head of population within 14 to 19 age group
Provision for children and young people: LEAPs	240 m	2.82 sites per 1000 head of population within 8 to 13 age group
Provision for children and young people: LAPs	60 m	1.16 sites per 1000 head of population within 0 to 7 age group

DE6 - Open Space, Sport and Recreation

The Council will support good provision of high-quality and accessible open space and sport facilities to meet a wide range of recreation, sport and open space needs in Rushmoor by maintaining and improving provision and accessibility for all.

Development will not be permitted on areas of open space used for recreation or outdoor sport or having visual amenity unless:

- a. Re-provision is made elsewhere of equivalent or better community benefit in terms of quality, quantity and accessibility; or
- b. The development is for sports and recreation provision, the need for which clearly outweighs the loss.

The Council will permit new residential development which makes appropriate on-site provision for open space in accordance with the Council's standards, unless the development is of a size and/or in a location where a financial contribution, for the enhancement and management or creation of open space, for part or all of the open space requirement is considered more appropriate.

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Playing Fields and Ancillary Facilities

9.59 Playing fields provide an important element of the overall provision of open space, sports and recreation facilities across the Borough, providing the opportunity for formal and informal active participation in sports. The Council, together with relevant partners, has made significant improvements to playing pitches and associated facilities across the Borough. Overall, sport and active recreation adult participation rates are above the county, regional and national averages, suggesting that outdoor sports facilities are likely to be well used.

9.60 The Rushmoor Playing Pitch Strategy 2014-2020 (2014), prepared in partnership with Sport England and the national governing bodies of relevant sports, aims to encourage more people to be more active and to improve social coherence and the quality of life for people in Rushmoor. The study includes an 'Action Plan' which will be reviewed at regular intervals with the relevant partners.

9.61 The study supports the need to protect the existing provision of playing pitches across the Borough to meet current and likely future demand. For example, no surplus was identified. In Rushmoor, the need for protection of spaces and facilities supporting active recreation is further supported by particular issues around childhood and adult obesity in the Borough and a commitment to improve health and well-being of residents.

9.62 The study identifies that there are some issues regarding the capacity of some playing field sites, and the need to maintain and improve the quality of pitches, to ensure that current and future demand can be met. In addition to ensuring the protection of sites, new development therefore needs to ensure that any additional pressure it will place on pitches is appropriately mitigated. This will be through on-site provision for larger sites, or through developer contributions via S106 agreements or CIL, if implemented. This policy will also be supported by a supplementary planning document that sets out more detail on playing field provision and financial contributions.

DE7 – Playing Fields and Ancillary Facilities

Playing field sites, including ancillary built facilities, identified on the Policies Map or within the Rushmoor Playing Pitch Strategy 2014-2020, and any subsequent strategy update, will be protected for sport and recreational use unless:

- a. Replacement new provision, in an accessible location, and of equivalent or better quality and quantity, is made elsewhere of equivalent community benefit; or
- b. The development is for sports and recreation or ancillary provision, the need for which clearly outweighs the loss.

Where permission is granted for new or improved facilities, the Council will encourage these to be made available for community use.

To support participation in sport and the capacity of facilities to meet future demand, the Council will permit new residential development which makes appropriate provision for new playing fields and/or improvements identified within the Rushmoor Playing Pitch Strategy 2014-2020 'Site Specific Action Plan' and any subsequent replacements.

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Indoor and Built Sports and Recreation Facilities

9.63 The Rushmoor Open Space, Sport and Recreation Study (2014) examined indoor sports provision within Rushmoor, including quantity, quality and accessibility assessments. In summary, the recommended approach is to protect and enhance existing provision. Overall, existing indoor sports provision is assessed to be adequate for Rushmoor. Support will be given to appropriate development at Aldershot Garrison Sports Complex.

9.64 Indoor sport and recreation facilities include indoor swimming pools, sports halls, health and fitness facilities, indoor bowls, squash courts, martial arts dojos and gymnastics halls. Built sport and recreation facilities include tennis courts, bowls, multi-use games areas and skate parks. Aldershot Town Football Club and Farnborough Town Football Club are also considered as built sports facilities.

9.65 To demonstrate indoor and built sport and recreational facilities are no longer viable, the Council will require the submission of full financial evidence in the form of a commercial viability study.

DE8 - Indoor and Built Sport and Recreation Facilities

To promote healthy lifestyles and encourage physical activity,⁽⁵²⁾ indoor and built sport and recreation facilities will be promoted by:

- a. Safeguarding the existing viable indoor and built sport and recreation facilities;
- b. Supporting proposals for the refurbishment, replacement and extension of existing indoor and built sport and recreation facilities; and
- c. Supporting development for new and improved indoor and built sport and recreation facilities in sustainable locations, for which there is a strategic need.

9.4 Advertisements

9.66 The term 'advertisement' covers a wide variety of advertisements and signs. Some advertisements benefit from 'deemed consent', where advertisement consent is not needed; this depends on the size, position and illumination of the advert.

9.67 Advertisements and signs are important to the commercial activities of shops and businesses. However, individually and cumulatively, they can cause a distraction to the public and can have a negative impact on the appearance of the built and natural environment. It is important that advertisements are appropriately located and of a scale and appearance which is sympathetic to the visual amenity of the area and protects public and highway safety.

⁵² Based on an assessment of need and capacity, as set out in the Rushmoor Open Space, Sport and Recreation Study (2014) and any subsequent study update.

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National context

9.68 The NPPF (Paragraph 67) provides some guidance on advertisements. It identifies that only advertisements that have an appreciable impact upon a building or upon the surroundings should be subject to detailed assessment. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

In Rushmoor

9.69 Rushmoor is a small urban authority with a range of different commercial development and sport and leisure uses. These different uses often require advertisements and signs to promote their goods and services, and the impact within a localised area can be significant. Therefore, it is important that an advertisement policy not only takes into account the needs of advertisers but also helps to protect the visual amenity of the area and ensures the safety of pedestrians and motorists. The Council has adopted a 'Shop Front Design Guide' supplementary planning document which provides guidance on altering or installing shop fronts and shop signage in order to maintain or raise the design quality of these features in the townscape.

DE9 - Advertisements

Consent will be granted for signs or advertisements where, by reason of siting, design and illumination:

- a. There is no adverse impact on highway safety;
- b. There is no harmful impact on the amenity of adjoining land uses; and
- c. There is no harmful impact upon the character of the area or to heritage assets.

Advertisements should:

- a. Not obstruct windows, other signs or architectural features;
- b. Be well-designed and in keeping with the scale and character of buildings on which they are displayed; and
- c. Not contribute to an unsightly proliferation or clutter of signage in the vicinity.

9.5 Pollution

9.70 Unacceptable levels of pollution can have a significant impact on the environment and on the health, well-being and quality of life enjoyed by individuals and communities. Development should therefore seek to protect, and where possible improve upon, the amenity of existing and future residents and building occupants, and the environment in general. Securing high-quality design and a good standard of amenity for all existing and future occupants of land and buildings is a core principle of Government policy, with the National Planning Policy Framework emphasising the need for good-quality sustainable development.

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9.71 The NPPF (Paragraph 109) states that the planning system should contribute to and enhance the natural and local environment by:

- Protecting and enhancing valued landscapes, geological conservation interests and soils;
- Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution, or land instability; and
- Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

9.72 The NPPF (Paragraph 110) also states that, in preparing plans, the aim should be to minimise pollution and other adverse effects on the local and natural environment.

9.73 For the purposes of this policy, pollution means anything that affects the quality of land, air, water or soils which might lead to an adverse impact on human health, the natural environment or general amenity. It includes noise, vibration, light, air quality, radiation, dust, fumes or gases, odours or other effluvia, toxic substances, or degradation of soil and water resources.

9.74 The Council will expect developments with the potential to cause pollution to provide a written environmental assessment that considers the impacts of the proposal on the existing environment. Proposals to introduce sensitive development to an area impacted by existing pollution will need to provide details of adequate mitigation. Proposals for development that would curtail the existing legitimate use of a site by exposing sensitive receptors to a detrimental level of pollution which was previously otherwise considered acceptable should be avoided. Where risks cannot be reduced to an acceptable level, permission will be refused. The aim of this policy approach is to ensure that any adverse impacts are considered early in the development and design process so that such impacts can be adequately addressed in a timely manner along with other constraints, in order to ensure a high-quality design and a good standard of amenity in line with the requirements of the NPPF.

Noise

9.75 Noise from road and rail traffic, aircraft on the ground and in the air, construction, entertainment venues, and commercial and industrial activities all have the potential to affect health and quality of life significantly and adversely if not properly controlled or planned for. The adverse effects of excessive exposure to noise (and vibration) are well documented and rightly recognised as a material planning consideration. Noise is a key aspect of quality of life and social well-being, and therefore, by extension, sustainable development.

National Context

9.76 The Government's long-term vision for noise policy is set out in the Noise Policy Statement for England (NPSE, 2010). It stresses the promotion of good health and good quality of life through the effective management of noise in the context of sustainable development. This long-term vision is supported by the following aims in the NPSE (Paragraph 1.7):

'Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:

1. *Avoid significant adverse impacts on health and quality of life;*

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2. *Mitigate and minimise adverse impacts on health and quality of life; and*
3. *Where possible, contribute to the improvement of health and quality of life.'*

9.77 National policy emphasises that the prevention of noise is a legitimate planning concern. The NPPF (Paragraph 123) sets out the need for local planning authorities to consider the potential impact of noise, stating that planning policies and decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.

In Rushmoor

9.78 Development proposals will need to consider the noise environment where developments are to be located, or any locations beyond the boundary of the site that they may affect, and demonstrate how the impacts of the development comply with the Council's requirements. New development which will give rise to, or would be subject to, significant adverse effects of noise will not be permitted.

9.79 New development must demonstrate how any adverse impacts of noise arising from the development or affecting noise sensitive development will be mitigated or otherwise minimised. The Council will expect that any proposal will follow the basic principles of noise control:

- Separate noise sources from sensitive receptors;
- Control the noise at source; and
- Protect the receptor.

9.80 The provision of noise insulation measures should be seen as a last resort. Where noise insulation measures are the primary method of noise control, post-completion testing, to demonstrate compliance with the approved criteria, may be required for development impacted by high ambient noise levels.

9.81 External spaces designed for amenity use must meet recognised standards of acoustic comfort and be fit for their intended purpose. Opportunities, either to protect areas valued for their tranquillity or for providing respite from ambient noise, or to create areas of relative tranquillity, should be taken.

9.82 For the purposes of this policy, the Council expects a good standard of amenity for existing and future occupants of land and buildings. Developers should comply with the current best practice standards (British Standards) and guidance available. The Council will have regard to available standards, guidance and technical documents published by the Government, the World Health Organisation, the Institute of Acoustics, the Chartered Institute of Environmental Health and the Environment Agency in setting values for LOAEL⁽⁵³⁾ and SOAEL⁽⁵⁴⁾ in line with the NSPE. Developers should seek advice from the Council at an early stage on the criteria or standards to be achieved for a particular development. Where necessary, acoustic reports to demonstrate compliance will be required.

Air Quality

9.83 The release of fine particles and harmful gases into the atmosphere can have a significant impact on human health and the environment. In addition, odours which may not necessarily be harmful to health can have a significant impact on amenity and quality of life. It is vital, therefore, that such emissions are considered in any development proposal.

53 Lowest Observed Adverse Effect Level.

54 Significant Observed Adverse Effect Level.

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National Context

9.84 The Local Air Quality Management (LAQM) process, which was introduced under the Environment Act 1995, requires local authorities to periodically review and assess local air quality against prescribed air quality objectives set out within the Government's Air Quality Strategy. If these objectives are not met, or are at risk of not being met, the Council must declare an air quality management area (AQMA) and prepare an air quality action plan. The Ambient Air Quality Directive (2008) sets legally binding limits for concentrations of major air pollutants in outdoor air that impact public health.

9.85 The NPPF (Paragraph 124) states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of air quality management areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in air quality management areas is consistent with the local air quality action plan.

In Rushmoor

9.86 At present, air quality within Rushmoor is generally good, and there are no air quality management areas. Nevertheless, meeting the national air quality objective for nitrogen dioxide has been challenging, with an AQMA declared in 2004 in residential areas adjacent to the M3 motorway. This was revoked in 2011 following an assessment of air quality, which concluded that the AQMA was no longer required. On-going monitoring continues to show achievement of the relevant air quality objectives, but there are areas where the air quality requires improving; these are generally located close to main roads which experience a high volume of traffic.

9.87 Proposals for development that introduces sensitive development close to significant sources of pollutants, or for development likely to result in significantly increased local emissions, will need to provide an air quality assessment that considers the impacts of the proposal on the existing air quality environment and/or future occupants of the development. Details of adequate mitigation will be required to demonstrate an acceptable development can be achieved and that emissions can be controlled or minimised. Proposals for development that risks non-compliance of EU limit values or the Council having to designate an area as an AQMA will be refused.

9.88 Odour and fumes from commercial activities can have a detrimental effect on the health and quality of life of local residents and the environment in general. For commercial kitchens, the siting of extract flues is of concern in relation to its potential impact on amenity, and best practice guidance should be followed at an early stage to ensure an acceptable development.

9.89 Other commercial or industrial development, including that associated with Farnborough Airport, that has the potential to cause odorous emissions will need to demonstrate that all reasonable efforts are or will be employed to ensure that such odours will not impact on amenity or the quality of life of local communities. The Council will expect 'best practicable means' to be employed to ensure that this is the case.

9.90 Dust and emissions can often be a particular problem during the demolition and construction phases of any development. Adequate controls will need to be considered, and construction management plans, where deemed necessary, will be required to set out what measures will be employed to minimise emissions from any associated activities.

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Light

9.91 Artificial lighting that is either poorly designed, operates beyond reasonable hours or is simply not necessary can lead to glare, light spillage and sky glow. It can affect adversely the quality of life of neighbouring residents, be damaging to wildlife and be simply a waste of energy.

National Context

9.92 The NPPF (Paragraph 125) states that by encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

In Rushmoor

9.93 Common causes of complaints to the Council concern exterior security lights, illuminated advertising and flood lighting. The Council will therefore seek to limit the impact of artificial lighting by encouraging well-designed lighting schemes and will consider the impact of any lighting scheme on residents, wildlife, highway users, the character of the area and the visibility in the night sky. The Council will only permit proposals that will not adversely affect amenity, the natural environment or public safety.

9.94 When designing lighting schemes, developments should consider its potential impact in line with recognised industrial methodology. Lighting schemes, including those associated with both internally and externally illuminated signage, should conform to recognised guidance, and the levels of lighting proposed should be the minimum required to undertake the task for which the lighting scheme is needed.

Contaminated Land

9.95 Whilst Rushmoor may not have a history of heavy industry, there has still been a diversity of land use over the years, some of which may have left a legacy of contamination. This contamination may be associated with industrial processes or activities that have long ceased operating and are no longer evident. However, it can often be present on greenfield sites and can arise from natural sources as well as from human activities. Soils and groundwater impacted by contamination can present a threat to health and the environment and may preclude some classes of development from taking place. It is therefore vital that such sites are investigated, and if necessary remediated, to ensure that future users are not adversely affected.

National Context

9.96 Local authorities have a duty under the Environmental Protection Act 1990 to investigate land in their area for possible contamination and, if necessary, have the legislative powers to ensure that risks associated with a piece of land are minimised to an acceptable level.

9.97 The NPPF (Paragraph 120) makes it clear that development should be appropriate for its location and that responsibility for securing a safe development, where a site is affected by contamination, rests with the developer and/or land owner. It further states that land should be suitable for its intended use, that adequate site investigation information should be presented and that after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

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In Rushmoor

9.98 The Council's Contaminated Land Strategy has identified many sites that may have been impacted by past use.⁽⁵⁵⁾ However, this list is not exhaustive, and there may be many areas that have yet to be identified as requiring further consideration. Sometimes, contamination is not restricted to those sites that have had an obvious potentially contaminating land use; some may be contaminated as a result of being in the vicinity of a contaminated site or be impacted by contaminated groundwater or by land gas. The possibility of contamination should therefore always be a consideration, particularly when the development proposed involves a sensitive use, such as housing, schools, nurseries or allotments.

9.99 The Council will require a phased investigation of potentially contaminated sites or if the proposed land use is considered particularly sensitive to contamination. Proposals for development, including extensions and the intensification of existing uses on or near such sites, will require, as a minimum, a desktop (Phase 1) assessment to be submitted which includes an appropriate level of historical and environmental information to establish the possible risks associated with the site and surrounding area. If this identifies that a risk is present, the Council will require the applicant to undertake a more detailed intrusive (Phase 2) investigation of the site to characterise the nature, extent and risks associated with any contamination present. This should include an assessment of the significance of any risks identified and, if necessary, details of appropriate remedial options and measures. Where there is clear evidence that contamination is likely to be impacting the site, the developer may choose to begin the phased approach with an intrusive site investigation.

9.100 All information relating to the possible impacts of any proposed development should preferably be submitted at the pre-application stage or at least with the submitted application. The absence of adequate/sufficient information with which to properly determine the risks associated with any application may lead to refusal. Where there are likely to be unacceptable risks to human health, ecological systems, property, or surface or ground water quality, development will only be permitted when it is demonstrated to the satisfaction of the Council that remediation can be successfully undertaken. Where appropriate, conditions or planning obligations will be sought to ensure that any approved remediation strategy is fully complied with.

9.101 It is recommended that pre-application advice is sought from the Council's Environmental Health department regarding potential contamination issues. Any desktop study, site investigation, remediation and verification work should be undertaken by a suitably qualified and competent person/company in line with the National Planning Policy Framework (NPPF), best practice guidance and any published supplementary planning guidance.

9.102 Any intrusive site investigations or proposed remediation works must be agreed with the Council before implementation. Failure to address appropriately risks from land affected by contamination at the time of development may result in later action being taken under Part IIA of the Environmental Protection Act 1990.

55 More information on the Council's Contaminated Land Strategy is available at www.rushmoor.gov.uk/article/6052/Contaminated-land.

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DE10 - Pollution

Development will be permitted provided that:

- a. It does not give rise to, or would be subject to, unacceptable levels of pollution;⁽⁵⁶⁾ and
- b. It is satisfactorily demonstrated that any adverse impacts of pollution, either arising from the proposed development⁽⁵⁷⁾ or impacting on proposed sensitive development or the natural environment⁽⁵⁸⁾ will be adequately mitigated or otherwise minimised to an acceptable level.⁽⁵⁹⁾

Where development is proposed on or near a site that may be impacted by, or may give rise to, pollution, such a proposal shall be supported by a report that investigates the risks associated with the site and the possible impacts on the development, its future users and the natural and built environment. The report shall propose adequate mitigation or remediation when required to achieve a safe and acceptable development. This report shall be written in line with best practice guidance.

9.6 Residential Gardens

National Policy

9.103 National planning policy excludes private residential gardens from the definition of previously developed land and suggests that local planning authorities should consider setting out policies to resist inappropriate development of residential gardens (for example, where development would cause harm to the local area) (NPPF, Paragraph 53).

In Rushmoor

9.104 The Rushmoor Biodiversity Action Plan (2016) identifies that just under a third of urban land use in the Borough is in use as garden land.⁽⁶⁰⁾ This is a significant proportion of the Borough, and it would not be appropriate to restrict development on all residential garden land. However, the development of residential gardens has the potential for a number of harmful impacts, including on the character of the area, on biodiversity and on living conditions. Residential gardens make a significant contribution to local character, provide safe and secure play space, support biodiversity, help to reduce flood risk and mitigate the effects of climate change. They represent an important wildlife resource, providing a habitat for a wide range of wildlife, including garden birds, and collectively can create important 'green corridors' within the urban area.

56 Pollution means anything that affects the quality of land, air, water or soils which might lead to an adverse impact on human health, quality of life, the natural environment or general amenity. It includes noise, vibration, light, air quality, radiation, dust, fumes or gases, odours or other effluvia, harmful substances, or degradation of soil and water resources.

57 Including the demolition and construction phases of development.

58 To include nature conservation, landscape character and controlled waters.

59 In accordance with recognised national and international standards, guidance and methodologies, or any local authority adopted supplementary guidance. Early dialogue is advised to clarify the Council's criteria.

60 The Rushmoor Biodiversity Action Plan is available to view at www.rushmoor.gov.uk/article/8994/Biodiversity-action-plan-for-Rushmoor-2016---2021.

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9.105 Where watercourses run through residential garden areas, they should be left with an appropriately sized, development-free buffer zone on both sides of the channel. The Environment Agency recommends that a minimum of eight metres on both sides of the watercourse is required.

9.106 As a small urban authority, there has been, and is likely to be, continued pressure for the redevelopment of residential properties and gardens. Whilst development on residential gardens may not be inappropriate, a criteria-based policy will ensure that no harm is caused to local character and amenity or to biodiversity interests.

DE11 - Development on Residential Gardens

Proposals for new residential development of sites which include the curtilage or the former curtilage of private residential dwellings will only be acceptable where:

- a. There is no adverse impact on the amenity of neighbours in terms of loss of privacy, or noise or disturbance from vehicular access or car parking;
- b. The development is not harmful to the character of the area in terms of:
 - a. Relationships and integration with existing buildings and spaces;
 - b. Impact on the street scene;
 - c. Provision of appropriate hard and soft landscaping; and
 - d. Compatibility with established pattern of development, general building height, materials and elevational detail, including architectural features, in line with other policies in this Plan.
- c. The proposal does not either alone or cumulatively diminish significantly any green corridor or have an adverse impact on biodiversity through the loss of locally important habitats;
- d. The application site provides a site of adequate size and dimensions to accommodate the development proposed in terms of the setting and spacing around buildings, amenity space, landscaping and space for access roads and parking; and
- e. The proposal does not lead to unacceptable tandem development.

10 Meeting Local Needs

10 Meeting Local Needs

10.1 Housing: Dwelling Mix and Type

National Policy

10.1 National planning policy seeks to ensure that local housing needs are met through the provision of a range of housing types and sizes to meet forecast future needs. The dwelling mix should reflect the forecast mix for different groups, including families, older people, people with disabilities, service families and people wishing to build their own homes. Local authorities are expected to identify the size, type, tenure and range of housing which is required in particular locations, reflecting local demand.

In Rushmoor

10.2 To support the provision of the overall level of housing required, and the mix of housing types and tenures, the Council jointly commissioned a strategic housing market assessment (SHMA) with Hart and Surrey Heath councils, as set out in more detail in the Spatial Strategy (Section 6.2 of this Plan). This has informed the overall number of homes to be provided, the number of affordable homes needed, the mix of new homes and the need for specialist housing. Policy LN2 sets out the requirements for the provision and mix of affordable housing which will be sought in new development, and Policy LN4 deals with the requirements for specialist accommodation.

10.3 A mixed community requires a variety of housing to provide homes for different households. The Council recognises that a mix of types of homes are required to promote sustainable communities. The Rushmoor Housing and Homelessness Strategy 2017-2022 (2017) aims to ensure that Rushmoor's residents have access to good-quality homes that are affordable and appropriate to their needs. It identifies the need for housing for specific groups and includes actions in relation to the delivery of specialist housing.⁽⁶¹⁾

10.4 Estimates of the size of market homes required from 2014 to 2032, based on demographic trends, indicate that the majority requirement across the Housing Market Area (HMA), comprising Hart, Rushmoor and Surrey Heath, is for two- and three-bedroomed homes. The SHMA identifies the following broad mix of future dwelling sizes for market housing:

Size	Proposed Percentage of Market Dwellings as Evidenced in the SHMA	Existing Mix in Rushmoor (2011) (all tenures)
1-bed	7%	13%
2-bed	28%	27%
3-bed	44%	44%
4-bed +	21%	16%

61 More information on the Rushmoor Housing and Homelessness Strategy is available at www.rushmoor.gov.uk/housingstrategies.

Meeting Local Needs 10

10.5 In determining planning applications, the Council will have regard to the overall need to deliver this mix, as updated by any further studies, and the ability of the specific site to accommodate it.

However, it is recognised that not all sites will be able to provide a full mix of dwelling types and that across the HMA, Rushmoor already has the highest proportion of one- and two-bedroom units out of the three authorities.

Accessible and Adaptable Housing

10.6 To support the ageing population and the specific needs of people with mobility problems, the Council expects 15% of market homes to be accessible and adaptable by meeting requirement M4(2) of the Building Regulations. This requirement should be designed into the development at the planning application stage but will be implemented through Building Regulations. The Council will take account of site-specific factors and evidence of site suitability in applying this criterion. Additional requirements for affordable homes to be accessible and adaptable, and to provide wheelchair user affordable dwellings that meet requirement M4(3) of the Building Regulations are set out in Policy LN2 (Affordable Housing).

Self-Build and Custom-Build Housing

10.7 Self-build and custom-build housing is a significant part of the Government's strategy to improve housing provision. The Council maintains a register of individuals and associations of individuals who have expressed an interest in self- and custom-build homes.

10.8 To support self- and custom-build housing, the Council will require a minimum of 5% of homes on sites of 20 or more dwellings to be provided as serviced plots for self-build and/or custom-build homes. Serviced plots or units should be offered for sale to self- and custom-builders, at a reasonable price, for a minimum of twelve months.

10.9 The Council will support proposals for self-build and custom-build projects where appropriate. Applications for self- and custom-build developments in Rushmoor should demonstrate high-quality design and be sensitive to the characteristics of the local area. On sites where more than one self- or custom-build dwelling is proposed, a design framework should be submitted as part of the planning application.

LN1 - Housing Mix

To deliver a balanced mix of housing to create mixed and sustainable communities, and meet projected future household needs in Rushmoor, development will be permitted which provides for a mix of dwelling types and sizes having regard to:

- a. The size of the site;
- b. The most up-to-date evidence on local housing needs;
- c. The need to create diversification or greater choice within a specific location;
- d. Site-specific viability;
- e. Subject to site suitability, a target of 15% of market dwellings to be built to accessible and adaptable standards to meet the requirements of Building Regulations M4(2); and
- f. On sites of 20 or more dwellings, a target of 5% of homes to be provided as serviced plots for self-build and/or custom-build homes.

10 Meeting Local Needs

10.2 Meeting Affordable Housing Needs

National Policy

10.10 The National Planning Policy Framework (NPPF) requires local plans to set policies for meeting affordable housing needs. Updated Planning Practice Guidance states that contributions for affordable housing should not be sought from small-scale and self-build development, defined as developments of 10 units or fewer and which have a maximum combined gross floorspace of no more than 1000 square metres (gross internal area).⁽⁶²⁾

In Rushmoor

10.11 The delivery of affordable housing is a priority for the Council. The SHMA (2016) identifies a need in Rushmoor for 160 affordable subsidised rented homes per annum (social or affordable rent). In addition, there is a need for 220 intermediate (subsidised home ownership) homes a year, although a significant proportion of this need is met through households living in the private rented sector.

10.12 The SHMA (2016) and the data collected by the Council for administration of its allocations scheme, the Council's housing allocations pool,⁽⁶³⁾ demonstrates that there is a substantial need for affordable housing in Rushmoor. However, it is significant that the SHMA highlights that the need for affordable housing could be met anywhere in the Housing Market Area, comprising Rushmoor, Hart and Surrey Heath councils.

10.13 Affordable housing is defined as subsidised rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

10.14 The SHMA (2016) identifies that the greatest need is for subsidised rented affordable housing, as the majority of the demand for intermediate housing could be met by the private rented sector. However, a large proportion of the intermediate demand is from family households who have aspirations for greater housing security and stability than is offered by the private rented sector. A mix of tenures also supports the creation of mixed and sustainable communities.

10.15 The policy emphasis is therefore to seek predominantly subsidised rented affordable housing, with a smaller proportion of intermediate housing. This tenure mix is likely to be about 70% for rent and 30% for intermediate (home ownership), subject to local needs, the size of site, its location and viability. Subsidised rented affordable housing can be provided at different rents and currently comprises social rent and affordable rent. Affordability is determined with regard to the relationship between local lower-quartile incomes and house prices and rents. The Council will determine the tenure mix and type of subsidised rented affordable housing required based on local needs and incomes, as evidenced by data collected by the local housing authority for administration of its allocations scheme, the details of which will be set out in the Affordable Housing Development Guidance Note.

10.16 The mix of affordable dwelling sizes should reflect local needs. The SHMA (2016) suggests a mix of affordable dwelling sizes for the HMA as follows:

62 Paragraph 031; Reference ID: 23b-031-20161116.

63 An allocations scheme set up by the local housing authority under S167 of the Housing Act 1996.

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Affordable Housing Size	Recommended Percentage
1-bed	30%
2-bed	30-40%
3-bed +	Around 30% (with 10% sought as 4 bed)

10.17 The Affordable Housing Development Guidance Note (available at www.rushmoor.gov.uk/article/2201/New-affordable-housing-in-Rushmoor) supplements the SHMA by setting out more detail on the type and mix of affordable housing to best meet local needs. The Council will publish and adopt the Guidance Note as a supplementary planning document (SPD). Applications should have regard to the content of the Guidance Note (or SPD, once adopted) as well as the most up-to-date SHMA in establishing a site appropriate mix of dwelling sizes and types designed to meet local needs.

10.18 The affordable homes must be distributed within the development to support the creation of integrated and mixed communities. However, practical implementation and management issues will be considered when assessing the acceptability of the location and distribution of the affordable homes.

10.19 The Economic Viability Study (2017) examines the percentage of affordable housing which is viable on sites of varying sizes and dwelling mixes. The Study supports a site-size thresholds of 11 or more dwellings and a Borough-wide requirement of 30% affordable housing on sites, as detailed in the policy criteria and subject to site specific viability. In recognition of the lower site viability of residential town centre development, located within the town centre boundary, as shown on the Policies Map, the affordable housing requirement is set at 20%, subject to site specific viability.

10.20 Where schemes do not meet the policy requirements, the Council will require applicants to submit an open book viability assessment as part of the planning application submission, and this will be made available in the public domain. This will improve the review of evidence submitted and provide for transparency. In such cases, the Council will commission an independent review of the viability study, the cost of which should be met by the applicant. Proposals not meeting policy requirements will only be acceptable where the viability case is supported by the independent review and accepted by the Council.

10.21 The Council expects on-site provision of affordable housing for the majority of sites. On smaller sites of eleven to fourteen dwellings, however, a financial contribution of equivalent value towards off-site provision will generally be accepted. On larger sites of fifteen or more dwellings, on-site provision of affordable housing will be expected, although off-site provision or a financial contribution of equivalent value will be accepted in exceptional circumstances. Exceptional circumstances will include those situations where local housing needs can best be met by securing a financial contribution towards off-site provision.

10.22 To support the ageing population and the specific needs of people with mobility problems, the Council expects affordable homes to be accessible and adaptable by meeting requirement M4(2) of the Building Regulations. The Council will support proposals for wheelchair adaptable or wheelchair accessible affordable housing that meets requirement M4(3) of the Building Regulations, where such provision meets identified local need, as evidenced by the housing allocations pool. Where affordable

10 Meeting Local Needs

housing is built to meet requirement M4(3) of the Building regulations, there is no requirement to also meet requirement M(4)2. The Council will consider waiving or reducing these requirements where the circumstances of the proposal, site or other planning considerations mean that it is not possible to accommodate the requirement, and/or in cases where the requirement would render the development unviable.

LN2 - Affordable Housing

The delivery of affordable housing will be supported by requiring developments, subject to site viability, to provide:

- a. On sites of 11 or more dwellings, a minimum of 30% of dwellings as affordable homes;
- b. On sites within Aldershot and Farnborough town centres of 11 or more dwellings, a minimum of 20% of dwellings as affordable homes;
- c. A site appropriate mix of dwelling sizes designed to meet local needs, as set out in the SHMA (2016) or any subsequent update;
- d. Predominantly subsidised rented affordable housing, in order to best meet local needs as set out in the SHMA (2016) and any subsequent update, with a smaller proportion of intermediate affordable housing, to help create mixed communities;
- e. The integration of affordable housing with market housing, unless the development is 100% affordable housing;
- f. On sites of 15 or more dwellings, on-site provision of affordable housing, unless there are exceptional circumstances, in which case a commuted sum of equivalent value will be required;
- g. On sites of 11 to 14 dwellings, either on-site provision of affordable housing or a commuted sum of equivalent value; and
- h. Subject to site suitability, affordable dwellings to be built to accessible and adaptable standards to meet the requirements of Building Regulations M4(2) and, where evidenced by local need, a proportion of affordable dwellings to be built as wheelchair user dwellings to meet the requirements of Building Regulations M4(3).

10.3 Gypsies, Travellers and Travelling Showpeople

National Policy

10.23 The Government requires local councils to make their own assessment of the need for Traveller sites and to set pitch targets for Gypsies and Travellers, and plot targets for Travelling Showpeople, in their local plans. Criteria should be set to guide land supply allocations and to provide a basis for decisions should further sites come forward or be required over the plan period. The Government's guidance applies only to those in the travelling community who continue to travel as part of their lifestyle.⁽⁶⁴⁾

64 Department for Communities and Local Government (2015) 'Planning Policy for Travellers Sites'.

Meeting Local Needs 10

In Rushmoor

10.24 The findings of the Council's Gypsy and Traveller Accommodation Assessment (GTAA) reflected the fact that there are no sites for Gypsies and Travellers within the administrative area of Rushmoor by showing a very low internally generated demand for Gypsy and Traveller Accommodation in the Borough. A single survey respondent living in bricks and mortar expressed a wish to move to a local authority site in 'Guildford/local'.⁽⁶⁵⁾

10.25 Since the publication of the GTAA, the national 'Planning Policy for Traveller Sites' (PPTS) has been updated, and this changes the definition of travellers to those who continue to travel as part of their lifestyle. In Rushmoor, there are no bespoke sites which are home to Gypsies and Travellers who travel as part of their lifestyle. In the absence of such a need within the terms of the definition set out in national policy, the Local Plan does not allocate any sites for Gypsies and Travellers. It does, however, contain a criteria-based policy against which to assess the suitability of sites, should a need arise over the Plan period.

10.26 In respect of Travelling Showpeople, the GTAA found that two additional plots for Rushmoor's well-established Travelling Showpeople community could meet local demand but that further discussion was needed with the community to establish the exact need. In order to understand in more depth the accommodation needs of the community, the insight offered by the GTAA was deepened by further engagement with the community in early 2015; this involved visiting all the sites that are home to Travelling Showpeople in the Borough, and talking to the families resident on the sites, where possible. The findings of this work were that:

- Preferred accommodation is a mobile home, with one or two additional trailers for travelling;
- Household size is influenced by families living together in multi-generational units, and some older family members may stay on site (for example, to take children to school);
- There are on average three additional vehicles to be accommodated on a plot, such as a car, rides and candy floss trailer;
- Easy access to the main road network is required;
- Mains services are essential;
- The Showmen's Guild Model Site Package for Travelling Showpeople is a good guide to accommodation needs;
- Accessibility to school and health services is important; and
- Preference is for site purchase or shared ownership, but site rental may be considered. However, planning permission for the use of a site for Travelling Showpeople is key.

10.27 In this context, Policy LN3 safeguards existing sites for Travelling Showpeople in the Borough. It also provides criteria to enable the assessment of new sites for Gypsies and Travellers and Travelling Showpeople should further provision be required in the Borough.

65 The Rushmoor Gypsy and Traveller Accommodation Assessment (GTAA) is available to view at www.rushmoor.gov.uk/newlocalplan.

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Policy LN3 - Gypsies, Travellers and Travelling Showpeople

The Council will safeguard existing sites for Travelling Showpeople. Where additional local need is demonstrated for new sites for Gypsies and Travellers and Travelling Showpeople, including transit sites, planning permission will be granted, or sites identified, to meet this need provided that the following criteria are met:

- a. Provision is made for safe and convenient access on to the highway network;
- b. The proposal will not have an unacceptable adverse impact on the amenity of adjoining property and land uses and on the natural and historic environment;
- c. The proposal will not have an unacceptable adverse impact on the physical and visual character of adjoining areas; and
- d. The site can accommodate on-site facilities, appropriate to scale.

The Council will monitor existing supply, and delivery of new provision, to ensure that locally identified needs are being met.

Site Allocations for Plots for Travelling Showpeople

10.28 Framed by the GTAA and the subsequent engagement with the Travelling Showpeople community in the Borough, the Local Plan allocates two plots for Travelling Showpeople.

Peabody Road, North Camp

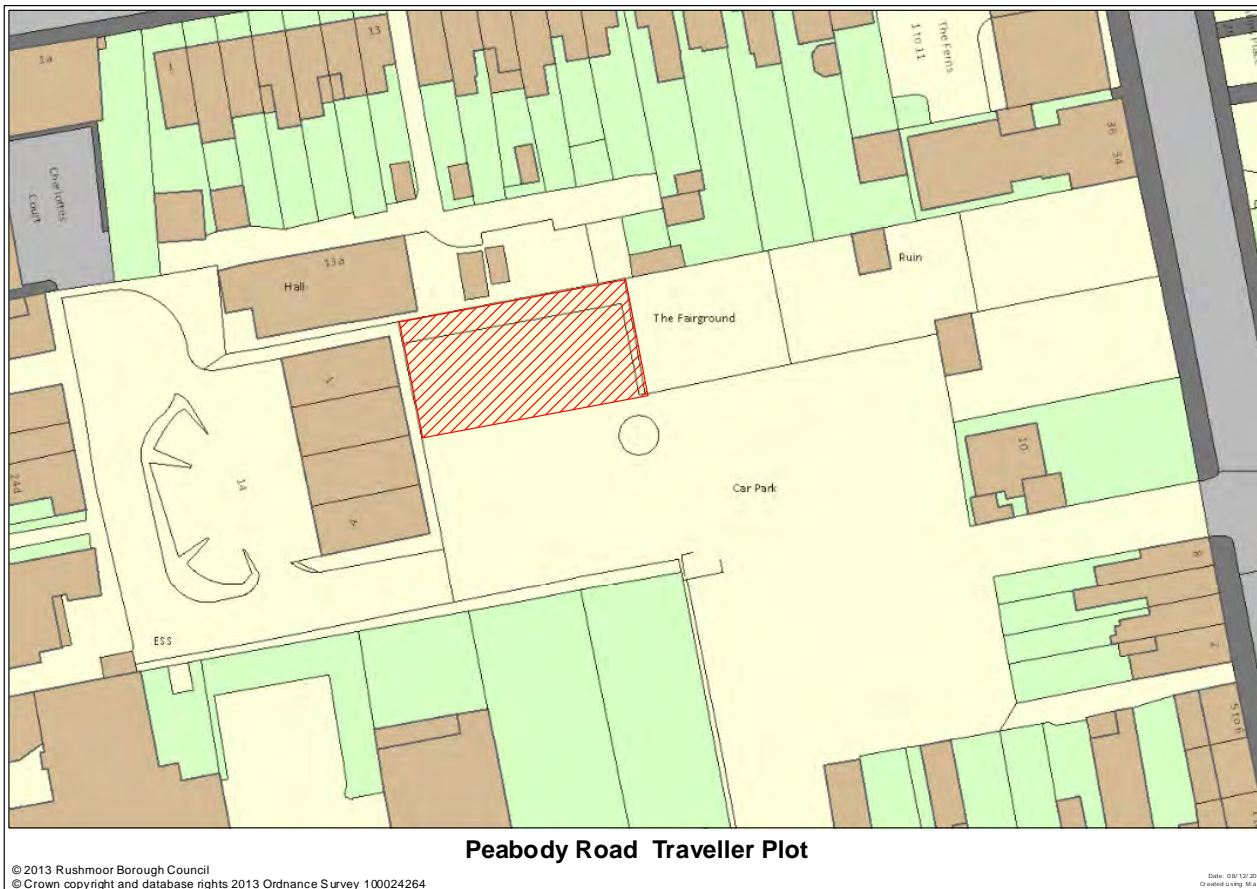
10.29 There are existing yards for Travelling Showpeople in Peabody Road in North Camp. The Local Plan contains a notation, shown on the Policies Map, to allocate a small part of Peabody Road Car Park for an additional plot for Travelling Showpeople.

Policy LN3.1 - Peabody Road Car Park

Land at Peabody Road Car Park, North Camp, is allocated as a plot for Travelling Showpeople. The Council will work with the Travelling Showpeople community to grant planning permission for the site which meets the following criteria:

- a. The plot is located alongside existing yards for Travelling Showpeople;
- b. It can be demonstrated that the configuration of the plot provides safe and convenient access on to the highway network;
- c. The proposed use of the land would not have an unacceptable adverse impact on the amenity of adjoining property and land uses; and
- d. The use and configuration of the plot would not prevent access to existing on-site infrastructure, including the soakaway tanks located under the car park.

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Land at Hawley Lane South, Farnborough

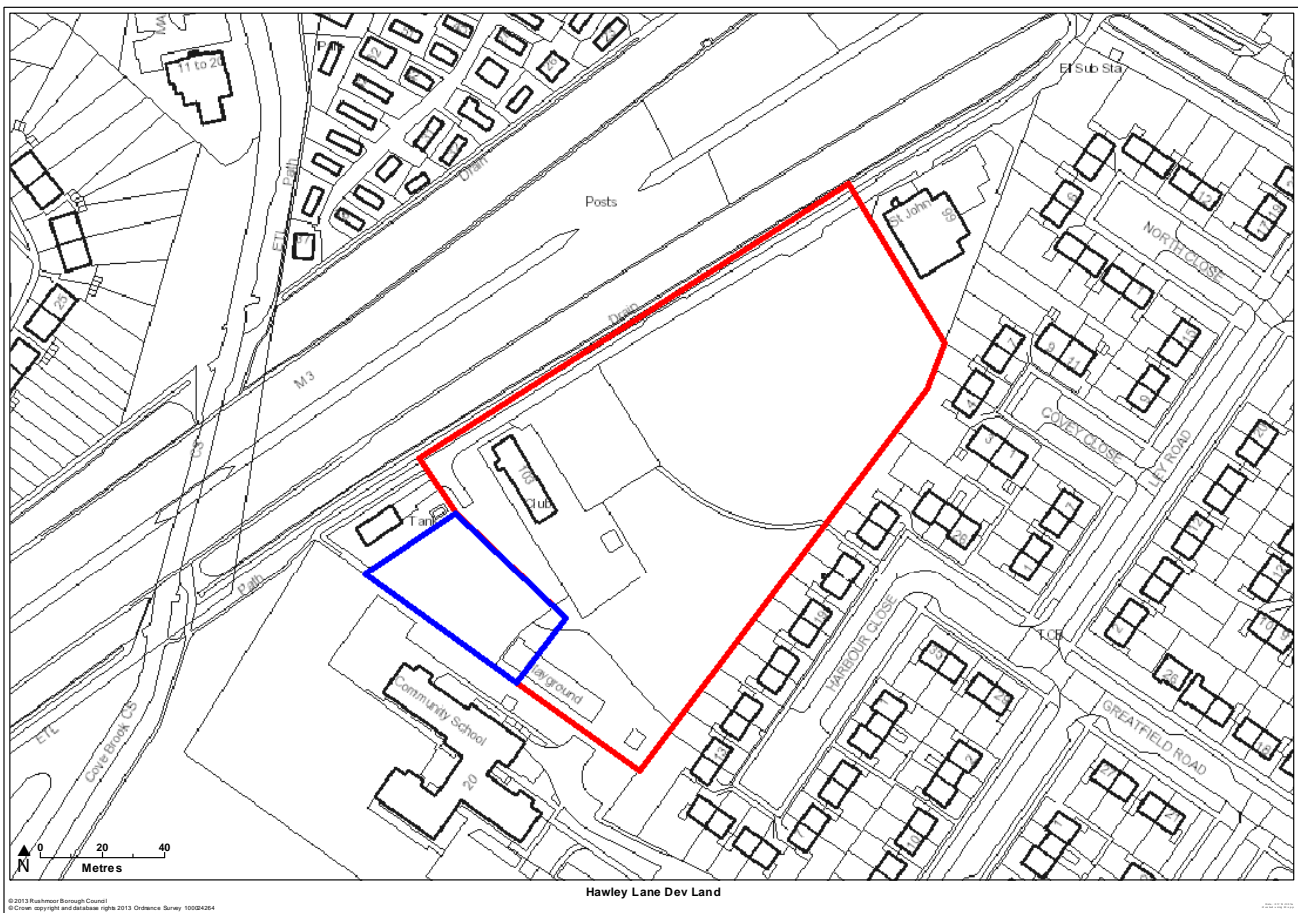
10.30 Land within the Council's ownership on a site at Hawley Lane, Farnborough, has been identified as providing the opportunity for a deliverable site to meet the need for an additional plot for Travelling Showpeople, alongside land allocated as a Locally Important Employment Site. As set out in the Government's PPTS (Paragraphs 18 and 19), the Local Plan should include sites suitable for mixed residential and business uses, and have particular regard to the need that Travelling Showpeople have for mixed-use yards to allow residential accommodation and space for storage of equipment. The Local Plan contains a notation, shown on the Policies Map, to allocate land at Hawley Lane South, Farnborough, as a plot for Travelling Showpeople. Further information on the adjoining allocation as a Locally Important Employment Site is provided in Policy PC7 (Hawley Lane South). It should be noted that there may need to be some flexibility on the precise location of the plot in relation to the allocation under Policy PC7, depending on the detailed site layout for these two adjoining uses. However, one should not prejudice the delivery of the other.

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Policy LN3.2 - Land at Hawley Lane South, Farnborough

Land at Hawley Lane, Farnborough, is allocated as a plot for Travelling Showpeople. The Council will work with the Travelling Showpeople community to grant planning permission for the site which meets the following criteria:

- It can be demonstrated that the configuration of the plot provides safe and convenient access on to the highway network;
- The proposed use of the land would not have an unacceptable adverse impact on the amenity of adjoining property and land uses;
- That the potential impact on amenity of residents resulting from the proximity of the site to the M3 motorway can be mitigated appropriately; and
- That the use of the site to accommodate Travelling Showpeople does not prejudice other potential uses adjoining the site.



10.4 Specialist and Supported Accommodation

National Context

10.31 The need to provide specialist housing is critical, given that the projected increase in the number of households aged 65 and over accounts for over half of new households.⁽⁶⁶⁾

In Rushmoor

10.32 In 2011, the population aged over 65 years accounted for 16.3% of the total population in England and 17.2% in the South East. The Housing Market Area (HMA) comprising Hart, Rushmoor and Surrey Heath has a slightly lower proportion of older people than regional and national averages. In Rushmoor, the older population accounts for just 12.2% of the total population, compared with 16.5% in Hart and 16.7% in Surrey Heath.

10.33 However, in line with national trends, the size of the older population has been increasing across the HMA, both in absolute terms and in its proportional share of the overall population. Between 2001 and 2011, the older population in Hart increased by 41% (4,400), and in Surrey Heath by 31% (3,435). Rushmoor also experienced an increase in the older population, although to a much lesser degree, with an 8.6% increase (900) over the same period.

10.34 Within the older population (65+), the 65-74 age cohort (the baby boom generation) accounts for the largest proportion of the overall population across the HMA and at a regional and national level. This age cohort has also seen the largest increase in population over the 2001 to 2011 time frame in absolute terms, with the exception of Surrey Heath which has also seen a sizeable increase in the 75-84 age cohort.

10.35 The findings of the Strategic Housing Market Assessment (SHMA, 2016) suggest a requirement for around 5,580 specialist housing units across the HMA over the period 2014 to 2032 to meet the needs of the older population. This is an average of 310 dwellings per annum across the HMA. This forms part of the mainstream requirement for housing and represents some 26% of the total objectively assessed housing need. The SHMA also suggests that there is a registered care need for 2,160 places across the HMA over the period 2014 to 2032.

10.36 Whilst some of the housing needs of older people will in future continue to be met through the provision of general needs accommodation, specialist provision will be required for an increasing number. Hampshire faces a demographic challenge in the coming decades, with a substantial rise forecast in its older population. Extra care housing for older people should be considered in relation to all proposed development areas where a demographic assessment indicates a need. The Council will therefore work with its partners, Hampshire County Council and North East Hampshire Clinical Commissioning Group (CCG), to identify suitable sites and to secure the provision of schemes.

66 Department for Communities and Local Government (2013) 'Household Projections'.

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10.37 Policy NE1 (Thames Basin Heaths Special Protection Area) may apply to specialist and supported accommodation if the potential for increased recreation in the SPA cannot be ruled out.

LN4 - Specialist and Supported Accommodation

Proposals for housing designed specifically to meet the identified needs of older people and others with a need for specialist housing, including specialist housing with care, will be permitted where:

- a. They meet a proven identified need;
- b. Sites are appropriately located in terms of access to facilities, services and public transport; and
- c. An appropriate tenure mix is provided.

Where there is evidence of an identified unmet need in the local area, larger-scale new residential developments will be expected to consider the incorporation of specially designed housing/specialist accommodation, in line with the above criteria, to meet the needs of older people and people with support needs.

10.5 Neighbourhoods

10.38 One of the characteristics of Rushmoor is the diversity between neighbourhoods within the urban area. In particular, there are significant variations across the Borough in issues such as health, lifestyle choices, access to employment and housing, and levels of crime and anti-social behaviour. The Indices of Multiple Deprivation (IMD) provide a measure of relative deprivation in small areas in England. The 2015 IMD highlights that Rushmoor has two Lower Super Output Areas (LSOAs) that are in the 20% most deprived in the country. These LSOAs are in parts of Aldershot Park and Cherrywood wards. There are a number of additional areas in Rushmoor which, whilst not 'multiple deprived', demonstrate significant levels of deprivation across at least one set of indicators.

10.39 The Council is involved in projects to improve quality of life within the Borough's communities, through targeted improvement interventions with a 'Neighbourhood Renewal Strategy' agreed by the Rushmoor Strategic Partnership (RSP). This identifies areas for action where there are pockets of multiple deprivation.

10.40 Examples of existing projects include:

- The redevelopment of North Town Estate in Aldershot, formerly one of the Borough's most deprived areas. This is a joint project between the registered housing provider (VIVID, formerly First Wessex Housing Association) and the Council. The project will see 471 dwellings replaced by 471 up-to-date homes of various types and a further 226 homes being delivered in a further phase;

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- Working with the community led neighbourhood partnership PEBL (Prospect Estate Big Local) on the Prospect Estate in Cherrywood ward, Farnborough, with initiatives on a number of community-identified themes; and
- Targeting skills and employment support to residents in deprived areas through the delivery of Rushmoor Employment and Skills Zone employment initiatives (for example, National Skills Academy for Construction projects).

10.41 Areas in the Borough that fall within the 20% most deprived in the country in the Indices of Multiple Deprivation will provide targets and indicators on the progress of the Council and its partners' activities in the Deprivation Strategy for Rushmoor.

10.42 If a local community chooses, neighbourhood planning provides the opportunity to direct the development of their areas with bespoke policies, set within the wider local plan policy framework. Local authorities have the responsibility to support communities who wish to engage in the neighbourhood planning process, and to use the policies and orders produced. Once a neighbourhood plan is brought into legal force, it will become part of the statutory development plan for the area against which planning applications will be judged.

LN5 - Neighbourhood Deprivation Strategy

A partnership approach will be taken towards neighbourhood improvement in deprived areas in the Borough, based on the Indices of Deprivation.

In these areas, the consideration of proposals for development will have regard to their ability to:

- a. Increase accessibility and opportunities for walking and cycling;
- b. Increase vitality and viability of local centres by ensuring an appropriate mix of uses and retention of a retail core;
- c. Provide access to open space;
- d. Provide access to healthcare and education through partnership working with providers and the delivery of appropriate infrastructure from new development;
- e. Provide improvements to housing choice and quality through working with providers and the implementation of appropriate housing type and mix policies;
- f. Deliver environmental improvements to improve public realm, and provide opportunities for greening the environment;
- g. Contribute to community safety; and
- h. Include measures consistent with corporate and partnership projects for Borough and neighbourhood improvement.

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10.6 Local Neighbourhood Facilities

10.43 The NPPF (Paragraph 70) identifies the importance of local shops and states that planning policies should guard against their unnecessary loss, particularly where this would reduce the community's ability to meet its day-to-day needs. It also identifies that authorities should plan positively for the provision and use of local shops to enhance the sustainability of communities and residential environments.

10.44 In addition to the retail facilities provided within Aldershot and Farnborough town centres and North Camp District Centre, there are a range of smaller shopping parades and individual retail units which provide access to a valuable range of day-to-day facilities for residents in the Borough. The majority of these facilities are located within residential areas, providing local shopping and service provision within reasonable walking distance. These local facilities range from individual convenience units, such as at St John's Road in Farnborough, to larger parades and areas of shopping mix, such as at Cove Road in Farnborough. They often contain a mix of uses, including convenience, hairdressers, banks, post offices, takeaways and estate agents.

10.45 Such facilities provide locally accessible facilities for local residents, including people with mobility difficulties, play an important social role for the surrounding community, and contribute to the character and identity of an area. The provision of local facilities that provide for day-to-day needs offers the opportunity to reduce the need to travel, particularly by car.

10.46 Local Neighbourhood Facilities are designated in the following locations, as shown on the Policies Map:

Aldershot

- Andover Way;
- Ash Road;
- Church Road;
- Lower Farnham Road; and
- North Lane

Farnborough

- Chapel Lane;
- Churchill Crescent;
- Cove Village;
- Farnborough Road (near Clockhouse);
- Farnborough Road (opposite the Swan public house);
- Fernhill Road;
- Giffard Drive;
- Medway Drive;
- Southwood;
- St John's Road;
- Whetstone Road; and
- Woburn Avenue.

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10.47 It is important to ensure that the Local Neighbourhood Facilities retain those ground floor uses that add to their vitality and viability. Hence, it is important to retain a significant retail element within the Local Neighbourhood Facilities, as these predominantly meet day-to-day needs and contribute to an active street frontage. Local Neighbourhood Facilities will therefore be expected to retain about 50% of uses as Use Class A1 to ensure there is not an over concentration of non-A1 units. However, the policy will be applied flexibly to take account of the scale and mix of uses in individual Local Neighbourhood Facilities, and ensure that they can provide for a range of goods and services.

10.48 The policy recognises the need to provide flexibility whilst protecting a core of retail facilities. Where permission is sought for a change of use from A1 uses, where there is already a significant proportion of non-A1 uses or the facilities only include one or two units, the premises should have been appropriately marketed for an A1 use for a minimum period of twelve months. Applicants will need to demonstrate that the property has been marketed at a reasonable price, appropriate to the location, and condition and quality of floorspace.

10.49 As set out in Section 2 (Context) of this Plan, the Government has made a number of changes to the permitted development rights for changes of use relating to shops and other retail uses, most recently including a permitted change of use from shops (Use Class A1) to service uses (Use Class A2). This means that some changes of use within a Local Neighbourhood Facility may be able to take place without planning permission, and this policy would not therefore apply.

LN6 - Local Neighbourhood Facilities

Within Local Neighbourhood Facilities, development will be permitted that satisfies the following criteria:

- a. It would not undermine the dominant local retail and service function of the Local Neighbourhood Facility, and the proposed use would attract footfall from the local area;
- b. It creates an active frontage;
- c. A change of use from A1 will not result in an over-concentration of the number of non-A1 units to the detriment of the retail function of the Local Neighbourhood Facility; and
- d. There would be no material adverse impact upon the amenities of nearby residential uses.

10.7 Retail Impact Assessments

10.50 National planning guidance sets a national threshold of 2,500 square metres gross floorspace above which all retail, leisure and office proposals are required to carry out an impact assessment on designated centres. However, the NPPF (Paragraph 26) also allows a local threshold to be set.

10.51 The Rushmoor Retail, Leisure and Town Centres Study (2015) sets out that the NPPF threshold is inappropriate as a blanket threshold for Rushmoor, as this scale of development represents a significant proportion of the overall retail projections for the Borough. Additionally, developments below 2,500 square metres gross may have cumulative impact implications. Retail developments of less than 2,500 square metres gross are therefore likely to have impacts upon centres in the Borough.

10 Meeting Local Needs

10.52 The Council has identified floorspace thresholds to be used where proposals for retail schemes fall outside the primary shopping area and are therefore required to assess the impact on the designated centre. The Council considers that all retail development above 1,000 square metres gross floorspace should be subject to an assessment of impacts on Aldershot and Farnborough town centres and North Camp District Centre.

10.53 North Camp District Centre is smaller, has very limited capacity for more retail floorspace and is more susceptible to impact. The Council that considers retail developments above 250 square metres gross floorspace and within one kilometre of the Centre should be subject to an assessment of their potential impacts on North Camp District Centre.

10.54 An impact assessment should be undertaken for any retail proposals which are likely to have an adverse impact on the vitality and viability of local neighbourhood parades, as these are smaller and more susceptible to impact. Retail developments located with 500 metres are likely to be considered to impact on these parades.

LN7 - Retail Impact Assessments

An impact assessment will be required for retail development not in the primary shopping area and not in accordance with the up-to-date development plan, which is above the following thresholds:

- a. An assessment of impact on Aldershot and Farnborough town centres and North Camp District Centre for any retail proposal with over 1,000 sq m gross floorspace.
- b. An assessment of impact on North Camp District Centre for any retail proposal for over 250 sq m gross floorspace and within one kilometre of the centre.
- c. An assessment of impact on a local neighbourhood parade for any retail proposal deemed to have the potential to have a significant adverse impact and within 500 metres of the parade.

10.8 Public Houses

10.55 Public houses are one of Britain's oldest and most popular social institutions. Many play an important role at the heart of local communities, providing a meeting place where social networks are strengthened and extended.

National Policy

10.56 The NPPF (Paragraph 70) states that to deliver the social, recreational and cultural facilities and services that the community needs, planning policies should plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.

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In Rushmoor

10.57 At present, there are approximately 50 public houses operating within Rushmoor. In recent years, a number of premises have either closed or been converted to uses other than community facilities, including the following:

- The Ham and Blackbird: Farnborough Road, Farnborough;
- The Heron: junction of Lower Farnham Road and Church Road, Aldershot;
- The Old Courthouse: Cove Road, Farnborough;
- The Potters Arms: Cove Road, Farnborough;
- The Prince Albert: North Lane, Aldershot;
- The Prince of Wales: Ash Road, Aldershot;
- The Queens Head: Marrowbrook Lane, Farnborough;
- The Queens Head: North Lane, Aldershot;
- The Rising Sun: Queen's Road, Aldershot;
- The Tumbledown Dick: Farnborough Road, Farnborough; and
- The White Swan: North Lane, Aldershot.

10.58 In contrast, the following premises have been constructed in recent years:

- The Gloster: O'Gorman Avenue, Farnborough;
- The Sarsen Stones: Summit Avenue, Farnborough; and
- The Tilly Shilling, Victoria Road, Farnborough.

10.59 Since April 2005, under permitted development, a pub (A4 use) can change into a shop (A1 use), a 'financial and professional service', such as an estate agent and building society (A2 use), or a café/restaurant (A3 use) without the need for planning permission. Whilst planning permission may be required for certain aspects of the development, such as external alterations, the principle of the change of use is considered permitted development, in accordance with the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), unless the premises is identified as an 'Asset of Community Value'.

10.60 The recognition of public houses as a community facility in the NPPF means that any policies within the adopted Local Plan that refer to community facilities should also include the public house use where a definitive list is absent. As noted in the supporting text of Policy IN1 (Infrastructure and Community Facilities), public houses are not considered as a community facility in the same manner for the purposes of determining planning applications. Rather, this separate policy, which better addresses the potential impact of their loss, is provided.

10.61 Proposals seeking the loss or re-use of a public house for alternative purposes will be required to show that the facility has been marketed appropriately. The marketing should be realistic, appropriate and genuine. A record of all marketing should be submitted with the application proposal.

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LN8 - Public Houses

Development proposals resulting in the loss of a public house will be permitted where it can be proven that there is no longer-term need for the facility.

In order to justify no longer-term need, the applicant will need to provide the following evidence:

- a. Confirmation by a commercial property agent that the premises were appropriately and extensively marketed;
- b. Property marketed for the appropriate use or uses as defined by the relevant planning policy for a period of 12 months minimum prior to the submission of the application;
- c. Property marketed at a reasonable price, including in relation to use, condition, quality and location of floorspace;
- d. Contact information posted in a prominent location on site, in the form of an advertising board (subject to advertising consent, if required);
- e. Property details/particulars available to inquirers on request;
- f. An enquiry log showing the number of enquiries, their nature, how they were followed up and why they were unsuccessful; and
- g. A copy of all advertisements in the local press and relevant trade journals (spread at appropriate time intervals throughout the marketing period).

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11 Creating Prosperous Communities

11.1 Meeting Economic Needs

11.1 The aim of the Local Plan is to maintain and enhance the Borough's position as a prosperous economic centre, which is vital in ensuring that Rushmoor is a good place to live, work and visit. To achieve this, its economic policies aim to:

- Enhance existing, and enable the provision of new, high-quality employment space;
- Direct new employment provision to the most appropriate locations; and
- Support key employment sectors.

11.2 In doing so, the Plan will help to ensure that Rushmoor remains 'open for business' and supports the needs of businesses across the Borough and wider Hart, Rushmoor and Surrey Heath functional economic area (FEA).

11.3 The Enterprise M3 LEP Strategic Economic Plan (SEP, 2014) (Paragraph 1.8) identifies the vision for the Enterprise M3 area as '*the premier location in the country for enterprise and economic growth, balanced with an excellent environment and quality of life*'. The SEP identifies that the LEP area has world-class sectors in ICT and digital media, pharmaceuticals, aerospace and defence, and professional and business services which are supported by knowledge-based businesses, traditional and high-value manufacturing and services, and world-class higher-level skills. These four sectors are also identified as priority sectors by the LEP.

11.4 The SEP maps the key economic assets of the LEP. The following are located within Rushmoor:

- Aldershot Garrison;
- BMW;
- Farnborough College of Technology;
- Fluor;
- QinetiQ/Cody Technology Park; and
- TAG Farnborough.

11.5 In addition, the SEP identifies Farnborough as a 'Growth Town', and Aldershot as a 'Step-Up Town'. To support these designations, the LEP is proposing growth packages for each of the towns.

11.6 Historically, Rushmoor's economy has been very successful, based on its location and the diversity of the sectors present. The Borough has a strong and diverse economy, with a good balance of businesses in knowledge-based sectors (including advanced manufacturing: defence, financial and business services, logistics and distribution, and environmental technologies). A key objective of the Council is to maintain, and where possible enhance, this economic diversity over the Local Plan period.

11.7 As well as supporting existing business to innovate and expand, and encouraging the formation of new businesses, an important element of the sustainable economic development of the Borough is attracting new investment, both in the form of new businesses moving in and investment in physical (including fibre optic broadband and mobile telecommunications) and social infrastructure (education and training).

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11.8 Crucial to retaining existing businesses and attracting new businesses into the Borough is the supply of employment land and premises that meet identified needs. The Employment Land Review (ELR, 2016) provides a detailed assessment of the supply of employment floorspace and land within the Hart, Rushmoor and Surrey Heath FEA and the likely future demands.

11.9 Forecast floorspace requirements for the FEA amount to a need for between 210,640 and 229,029 square metres of B-class floorspace. This translates into a land requirement of between 47 and 49.2 hectares. This level of requirement can be met from the existing supply of land allocations and extant permissions, but without there being a significant surplus of employment land. To help ensure the protection of an adequate supply of B-class employment premises in the Borough, the Council is in the process of instigating an Article 4 Direction to remove permitted development rights relating to the change of use of certain types of employment premises to residential.

11.10 The ELR concludes the following for the office and industrial markets in the FEA:

Office

11.11 As of 2016, there are two distinct tiers to the office market within the FEA, with modern Grade A offices in accessible business park environments in strong demand, and lower-grade office accommodation, where there is a high amount of supply available, in limited demand. There is the possibility that there could be a shortage of good-quality, high-specification (Grade A) office accommodation at prominent and highly accessible business park locations in the FEA.

11.12 Aldershot is not regarded as a significant office centre. As a result of lower demand, new office development has been limited, and the existing supply of office space in the Town Centre is old and generally of poorer quality. The town's proximity to more-established office centres, such as Farnborough and Fleet, suggests that low demand for office accommodation in Aldershot is likely to continue into the foreseeable future.

11.13 Farnborough tends to accommodate activity at two scales, catering for local/indigenous small business activity alongside strategic large-scale activity that serves a regional, national and international market. The strategic supply tends to cater for higher-value sectors and includes activities that demand high-quality B1a and B1b floorspace, such as those of corporate office occupiers (IBM and Fluor) and research and development companies (QinetiQ and BAE Systems).

Industrial

11.14 The FEA has a strong industrial market, with concentrations of industrial land in and around the A331 Blackwater Valley Road. The industrial market held up well during the economic downturn, and whilst the number of transactions fell, there was ongoing activity in the market, though buildings were on the market for longer. There is demand for new industrial accommodation in the FEA for all types of units. Whilst there are no 'hot spots' for demand, location in relation to the strategic road network is a key driver that primarily influences demand.

11.15 The industrial market continues to experience sustained demand and, therefore, low vacancy levels, which limits the abilities of companies to move to premises that better meet their needs. The limited supply of industrial accommodation (particularly modern, good-quality space) could be seen as a constraint to the development of the FEA's industrial sectors moving forward. It is therefore important that the FEA authorities protect established industrial employment sites and encourage the continued

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redevelopment/regeneration of these sites to provide premises that meet the needs of the market. This will ensure that the industrial sectors in the FEA can continue to operate and expand in premises that meet their business needs.

11.16 Aldershot contains a number of small industrial estates located in close proximity to the town centre that meet the needs of small and medium-sized enterprises (SMEs), including the Rotunda Estate, Redan Road Industrial Estate and Wyndham Street. In contrast, to the east of the town, adjacent to the A331, lies the East Aldershot Industrial Cluster, a strategic employment location which provides industrial accommodation of various types and sizes in a highly accessible location.

11.17 Farnborough contains a mix of industrial floorspace located at five core locations, including the edge-of-centre Invincible Road Industrial Estate, Eelmoor Road and Hawley Lane. The town's industrial locations collectively provide a mix of unit types and sizes to meet the needs of the market.

11.18 The Strategic Employment Sites and Locally Important Employment Sites, as defined on the Policies Map, are the main locations for employment development in the Borough, reflecting their suitability and scope to accommodate traditional employment needs (use classes B1 to B8) over the Plan period, through redevelopment and regeneration.

11.19 For the purposes of policies PC1 to PC3, employment uses are those that fall within classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended). Whilst it is recognised that there is a wider definition of economic development contained within the NPPF, the purpose of policies PC1 to PC3 is to protect sufficient land for traditional employment purposes, and this is supported by the findings of the evidence base. Separate policies relate to other types of economic development (retail and leisure) to provide a holistic economic development strategy to help deliver the right employment of the right scale in the right locations.

11 Creating Prosperous Communities

PC1 - Economic Growth and Investment

The growth and retention of existing business and inward investment into the Borough will be supported by:

- a. Protecting Strategic Employment Sites for employment use (B-class) and enabling the regeneration/redevelopment of these sites for employment uses (Policy PC2);
- b. Protecting Locally Important Employment Sites for employment use (B-class) and enabling the regeneration/redevelopment of these sites for employment and alternate uses (Policy PC3);
- c. Supporting the delivery of infrastructure to contribute to the improvement of the skills and education of residents (Policy PC8).

Opportunities to develop the following key employment sectors will be supported:

- a. Specialist/advanced manufacturing (including research and development), specifically at the established locations of Cody Technology Park and Farnborough Aerospace Park;
- b. Manufacturing and distribution, specifically at the established industrial locations in the Borough, notably the East Aldershot Industrial Cluster, Springlakes and Southwood Business Park; and
- c. Business services in Aldershot and Farnborough town centres and the established office locations of Farnborough Business Park and Frimley Business Park.

11.2 Strategic Employment Sites

11.20 The protection and retention of the Borough's Strategic Employment Sites is seen as crucial to maintain a supply of employment land and premises that will meet the 'B-class' economic needs of the Borough, wider FEA and Local Enterprise Partnership area over the Local Plan period.

11.21 Policy PC2 defines the Borough's Strategic Employment Sites and the protection afforded to these sites. The regeneration and intensification of existing employment sites for B-class uses will be supported to allow businesses to expand and enable the provision of modern employment stock to replace properties that have reached, or are reaching, the end of their functional economic life.

11.22 It may be possible to introduce small-scale non-B-class employment uses into the Strategic Employment Sites where they would provide complementary uses that would support businesses and employees. Examples of such complementary uses include cafés and sandwich bars that would cater for breakfast and lunchtime trade, and gymnasiums. The operating hours of such uses would be restricted accordingly. Such uses can support the operation and function of employment sites and improve the offer available to prospective tenants/occupiers. The judgement about operation will consider whether the proposed use would affect the ability of established businesses, or potential future B-class occupiers, to carry out their activities without constraints. The judgement about function will consider the role that the site plays in the supply of land to meet B-class employment needs over the Local Plan period.

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PC2 - Strategic Employment Sites

To contribute towards meeting the future economic growth needs of the Borough and the wider Functional Economic Area, the following sites are designated as Strategic Employment Sites to be afforded the highest protection and safeguarding against loss to non-B-class employment uses by protecting them for B-class uses.⁽⁶⁷⁾

Civil Enclave	Frimley Business Park
Cody Technology Park	Invincible Road Industrial Estate
East Aldershot Industrial Cluster	Southwood Business Park
Farnborough Aerospace Park	The Royal Pavilion
Farnborough Business Park	

Where possible and appropriate, the redevelopment and regeneration of these sites will be supported to provide B-class employment floorspace that meets the needs of the market.

However, small-scale proposals for changes of use or redevelopment to non-B-class employment uses at the above sites will be supported where they would provide complementary use(s) that are not detrimental to the function and operation of the Strategic Employment Site.

11.3 Locally Important Employment Sites

11.23 The protection and retention of the Borough's Locally Important Employment Sites is crucial to maintain a supply of employment land and premises that will meet the economic needs of the Borough and wider FEA over the Local Plan period.

11.24 These sites generally provide the infrastructure and facilities required to enable their continued operation and function. The loss of land within these sites to non-B-class employment uses could generate the additional pressure for the release of land in less-acceptable locations. Policy PC3 therefore provides a criteria-based policy for considering proposals for non-B-class employment uses at these sites.

11.25 The regeneration and intensification of existing employment sites will be supported to allow businesses to expand and enable the provision of modern employment stock to replace properties that have reached, or are reaching, the end of their functional economic life. The strategy of re-using, regenerating and making more efficient use of existing employment land is consistent with the principles of 'sustainable economic growth'. The Council will therefore be supportive of proposals for the regeneration and redevelopment of Locally Important Employment Sites to provide higher-quality B-class employment floorspace.

67 Uses that fall within Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2006.

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11.26 Policy PC3 identifies that market signals will be taken into account when determining applications for the change of use of a Locally Important Employment Site to a non-employment use. In addition, the Council requires applicants to demonstrate that there would be no strong economic reasons why the premises or site should not be lost to alternate uses.

11.27 An indicative list of the evidence that the Council will require to be submitted with proposals for non-employment uses at Locally Important Employment Sites is detailed below:

Market Signals Evidence

- Sites will need to have been marketed at a reasonable value for at least six months with no interest from prospective buyers/tenants;
- Information should be provided on premises similar to those that are proposed to be lost which are being marketed in the local area; and
- The findings of the most recent Employment Land Review and annual monitoring data on employment land will also be used to determine whether there is a need for such employment premises (or sites) to meet future needs.

Demonstrating that There Are No Strong Economic Reasons

- Whether the proposal would undermine the operation of the wider employment site by negatively impacting upon established neighbouring uses;
- Whether the proposals would harm the businesses currently established at the site (for example, by requiring them to relocate (prior to the termination of their lease) when no suitable alternative accommodation is available in the local area, and it can be demonstrated that the relocation of the business would impact upon its operation and sustainability);
- Whether the proposal would undermine the function of the employment site by affecting the supply of locally important employment land or premises available to meet employment needs over the plan period;
- Whether the site is suitable for contributing towards meeting the needs for employment land, as identified in the most recent Employment Land Review; and
- If the site is occupied, information on the number of businesses occupying the site/premises, the remaining lease length for each of the occupiers, and evidence that suitable alternative accommodation is available in the local area.

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PC3 - Locally Important Employment Sites

To contribute towards meeting the future economic growth needs of the Borough, the following sites are designated as Locally Important Employment Sites and will be afforded protection against loss to non-B-class employment uses by protecting them for B-class uses.⁽⁶⁸⁾

Blackwater Trading Estate	Lynchford Lane
Eelmoor Road	Redan Road Industrial Estate
Hawley Lane East	Rotunda Estate
Hawley Lane South	Spectrum Point
Hawley Lane West	Springlakes
Hollybush Lane	Wyndham Street

Where possible and appropriate, the redevelopment and regeneration of these sites will be supported to provide B-class employment floorspace that meets the needs of the market.

The change of use or redevelopment of land and buildings in B-class employment use to non-B-class uses within the defined Locally Important Employment Sites will be permitted where it can be demonstrated that:

- a. There are not strong economic reasons why the proposed development would be unacceptable;
- b. Market signals indicate that the premises/site are unlikely to come back into B-class employment use;
- c. The proposal would generate employment;
- d. The proposal would not be detrimental to the function and operation of the wider site; and/or
- e. The site is not appropriate for the continuation of its present or any B-class employment use due to a significant detriment to the environment or amenity of the area.

11.4 Farnborough Business Park

11.28 Farnborough Business Park is a high-profile business park located immediately to the north of Farnborough Airport. The Park is managed by XLB Property and is described as '*a 125-acre mixed-use business environment offering a range of office accommodation suitable for all sizes of company, from incubator space for small start-up businesses, to Grade A office accommodation for the largest international corporate*'.

68 Uses that fall within Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

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11.29 The development of approximately 4,500 square metres of speculative Grade A office accommodation commenced at the park in 2014, and there is approximately ten hectares of undeveloped land remaining.

11.30 The Employment Land Review (ELR, 2016) recognises that Farnborough Business Park offers a substantial, prominent high-quality office environment close to Farnborough Airport and Farnborough Town Centre. It is considered to be one of the premier business locations in the UK, catering to an inward investment and occupier market far removed from local demand and supply drivers. Part of its attraction is its excellent transport links by road, rail and private jet (given the proximity to Farnborough Airport), and the cluster of key employers. Current tenants include Fluor, Agusta Westland, Red Hat, Royal Bank of Scotland and Time Inc.

11.31 The Commercial Property Market Study published by the Enterprise M3 Land and Property Action Group in July 2016 identifies Farnborough Business Park as a good example of a very successful business park, and one of the only locations in the Blackwater Valley where new speculative office development is anticipated in the next few years. It also notes that high-quality business parks with good amenities, such as Farnborough Business Park, are in strong demand.

11.32 The site also has important connections to Farnborough's aviation heritage, with three listed wind tunnel buildings in the site's historic core:

- R52: wooden, low turbulence, five-foot wind tunnel;
- R133: transonic wind tunnel used to develop supersonic aircraft; and
- Q121: 24-foot wind tunnel built in 1935.

11.33 It is recognised that an economically viable re-use of all three buildings would be the best way of securing their preservation in the long term. The large open spaces within the buildings and the original wind tunnel equipment are important features of the buildings' original characteristics and should be given significant regard in any future conversion. The buildings are an important part of Farnborough's aviation heritage, and re-use that would enable the buildings to be used and seen by the public would be supported (such as the Wind Project exhibition in July 2014 that opened up buildings R52 and Q121 to the public).

PC4 - Farnborough Business Park

The role of Farnborough Business Park as the Borough's flagship office development site is recognised, and proposals that would develop or enhance the B1(a) office employment use will be supported.

Development should respect the character and setting of the listed buildings and enhance, where possible, the linkages between other aviation heritage sites and buildings at and around the Airport.

In considering the use of the wind tunnels, the Council will support proposals that enable these historic assets to be utilised whilst conserving the wind tunnels' original character. Proposals that ensure that they are publicly accessible will be given the greatest weight.

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11.5 Cody Technology Park

11.34 Cody Technology Park is the largest employment area adjacent to the Airport, set within its own security cordon, providing a mix of B1 office space and research and development floorspace. As well as traditional B1 office uses, the site hosts light manufacturing, and research and development and testing facilities for a range of industrial sectors, including aviation, military and energy, with a particular specialism in laser and optical research. There are approximately 60 businesses established at the Technology Park ranging from SMEs to global corporate companies which benefit from the extensive range of on-site facilities.

11.35 These uses take place in a core of modern facilities in the centre of the site (adjacent to Ively Road), whilst there is a ribbon of less-dense, lower-density development on the eastern side of the site in the area known as Ball Hill. To the south and west of the developed area is the Eelmoor Marsh SSSI in which the (former) Cove Radio Station building is sited. The site lies in the countryside outside the settlement boundary.

11.36 As a result of a Circular 18/84 consultation, the site benefits from a baseline of authorised floorspace and agreed land use, as set out in a Deed dated 17th January 1995. This states that *'the total gross external floor area of the Development shall not exceed 106,572 square metres and shall be restricted to high technology and/or light industrial use within Class B1(b) and (c) of the Town and County Planning (Use Classes) Order 1987, including ancillary office and storage use.'*

11.37 Subsequently, a certificate of existing lawful use was granted in January 2005 for the use of the site for business use (Use Class B1), comprising offices, research, test evaluation and light-industrial processes, together with ancillary uses. These ancillary uses comprise general industry, storage, restaurant, shop, gymnasium, lecture theatre, hard standings and car parking. In respect of the Ball Hill area of the site, activities conducted here consist of an external laboratory and test range for research and evaluation and field experiment purposes which are ancillary to the main use of the overall Technology Park site.

11.38 It is estimated that approximately 87,000 square metres of existing floorspace has already been constructed or is committed at the site, which means that capacity remains within the scope of the 1995 Deed for up to around 19,500 square metres of floorspace, falling within use classes B1(a), (b) and (c). The location of such development would be subject to determination through the usual planning application process.

11.39 The NPPF (Paragraphs 20 and 21) requires planning authorities to plan proactively to meet the development needs of business and support an economy fit for the 21st Century. It requires the Council to support existing business sectors in their future plans and to plan positively for the location, promotion and expansion of clusters or networks of knowledge-driven, creative or high-technology industries.

11.40 The main strength of Cody Technology Park is the specialist research and development offer, supported by excellent telecommunications infrastructure and high-capacity power supplies, in a secure, controlled environment. It provides a relatively unique facility in the wider South East, and the Employment Land Review recommends that the site is allocated as a Strategic Employment Site and that expansion

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in line with that permitted by the Deed and the Certificate of Existing Lawful Use should be supported. Should demand be demonstrated beyond this, it would need to be supported by clear evidence of the requirement for further expansion on the site.

11.41 The site is located outside the urban area in countryside where Policy NE5 of this Plan applies. This brings with it the consideration of the impact of development on the character, appearance and landscape of the countryside, and whether it would lead to harmful visual or physical coalescence.

11.42 However, relevant to any future proposals for development on the site is the consideration of the fact that it is in a relatively unsustainable location; it lies outside of the urban area and falls on land that functions to separate the settlements of Farnborough and Fleet.

PC5 - Cody Technology Park

Land at Cody Technology Park will be protected for business use comprising offices, research, test evaluation and light-industrial processes falling within use classes B1(a), (b) and (c) of the Town and Country Planning (Use Classes) Order 1987 (as amended), furthering the secure research and development, and high capacity communications and energy infrastructure, provided at the site. Development in accordance with the Deed dated 17th January 1995⁽⁶⁹⁾ and the Certificate of Lawful Use dated 12th January 2005⁽⁷⁰⁾ will be supported. Where any proposals for development are submitted which exceed or fall outside of these established development rights, the following criteria will be relevant to their determination:

- a. That the need for such proposals in this location is demonstrated;
- b. That the economic benefits to the local and wider economy can be demonstrated;
- c. That the proposal would not have a harmful effect on the separation of Farnborough and Fleet;
- d. That any proposals can be appropriately screened to minimise their visual impact; and
- e. That any impacts on the local highway network are appropriately mitigated.

11.6 East Aldershot Industrial Cluster

11.43 The Employment Land Review (ELR, 2016) has demonstrated that there is strong demand for industrial premises within the Functional Economic Area but that there is a limited amount of vacant stock available to the market for occupation. The East Aldershot Industrial Cluster is the largest industrial employment site in the Borough, has excellent access to the strategic road network (the A331 and M3) and generally experiences relatively low levels of vacancies for traditional B-class uses. To ensure that the Borough continues to maintain a diverse economy and support businesses in traditional and advanced manufacturing sectors, it is considered crucial to protect land at this defined Strategic Employment Site and to encourage landowners to redevelop and refurbish existing stock to provide accommodation to meet the identified market needs for modern industrial accommodation within the Borough and wider FEA.

69 Development which could accommodate up to around 19,500 square metres of a combination of B1(a), (b) and (c) floorspace. Reference: 93/00577 - C18/84.

70 Reference: 04/01001/EDC.

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PC6 - East Aldershot Industrial Cluster

The role of the East Aldershot Industrial Cluster as the Borough's largest industrial area is recognised, and proposals that would develop or enhance the range of industrial uses (B1(c), B2, B8) will be supported.

The redevelopment of existing employment units that have reached the end of their functional economic life, the refurbishment of existing stock, and subdivision of larger units to provide multiple units will be supported.

The function and operation tests set out in Policy PC2 will still apply.

11.7 Hawley Lane South

11.44 To help protect against a potential shortfall in industrial land over the Plan period, as identified in the Employment Land Review (2016), in addition to protecting existing Strategic and Locally Important Employment Sites, the Local Plan allocates land at Hawley Lane South for mixed use as a Locally Important Employment Site. It adjoins a plot to meet identified accommodation needs for Travelling Showpeople in the Borough. Further information on the allocation to meet the needs of Travelling Showpeople is set out in Policy LN3.2. It should be noted that there may need to be some flexibility on the precise location of the plot in relation to this allocation, depending on the detailed site layout for these two adjoining uses. However, one should not prejudice the delivery of the other.

11.45 Land at Hawley Lane South was identified in the Core Strategy (2011) as a major area of recreational open space. However, given its location adjacent to the embankment for the M3 motorway, it does not function, in the true sense, as a major area of recreational space. Rather, it comprises a piece of unkempt land blighted by fly tipping, which is evidence of its lack of use as a recreational open space. However, the site is crossed by an assumed pedestrian right of way and, therefore, provides connectivity from the residential areas to the east of the site. This right of way will be re-provided in order to maintain linkages along the green corridor to the recreational open space behind the football ground. In this context, the site was not surveyed as part of the Open Space, Sport and Recreation Study (2014) and, therefore, does not form part of the future supply of recreational open space in the Borough.

11.46 The site is home to the Railway Enthusiasts' Club (REC), which also sub-lets the building in which it is based to other community groups. This single storey building was built in the 1960s with prefabricated concrete panels and an asbestos roof. The building has been extended over time with single skin brickwork and has a car parking area adjacent. The building will be demolished to make way for a new industrial estate which will focus on meeting small and start-up industrial business needs in a mix of units ranging from around 70 square metres up to around 1,000 square metres in size.

11.47 In terms of the re-provision of the community building in which the REC is located, suitable off-site re-provision will need to be made. The relocation of the existing community groups which currently use the REC building to an alternative, equivalent facility will enable the delivery of much-needed small-industrial units, alongside a plot to accommodate Travelling Showpeople, on the Hawley Lane

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South site. Moreover, the provision of the small industrial units on the Hawley Lane South site will result in a net increase in B-class floorspace, compensating for the removal of the former Camberley Rubber Mouldings site from the Hawley Lane East Key Employment Site designation, as notated in the Core Strategy.

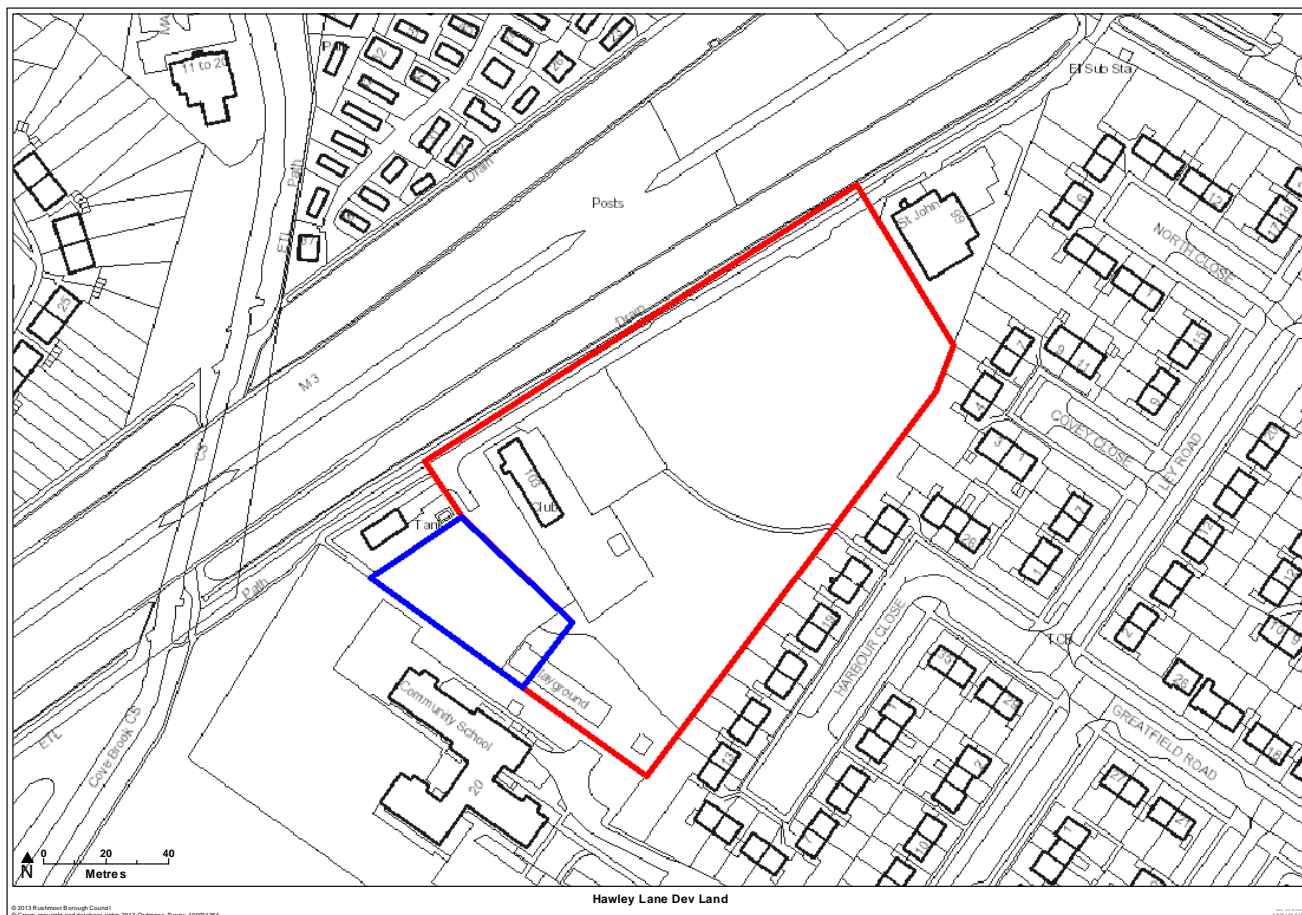
PC7 - Hawley Lane South

Land at Hawley Lane South, as identified on the Policies Map, is allocated as a Locally Important Employment Site. The site will deliver small and start-up industrial units, in a mix of sizes ranging from around 70 sq m in size up to around 1,000 sq m in size, to meet identified need. The proposal will be acceptable subject to:

- a. Re-provision of the assumed right of way that crosses the site to retain pedestrian linkages between surrounding land uses;
- b. Suitable alternative re-provision of existing community facilities;
- c. Satisfactory noise mitigation measures to protect noise sensitive receptors adjoining the site;
- d. Provision for safe and sufficient access to the highway network; and
- e. An appropriate site layout that enables the co-location of the industrial uses and the adjoining plot for Travelling Showpeople.

Further detail on the plot for Travelling Showpeople is provided in Policy LN3.2.

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11.8 Skills, Training and Employment

11.48 The Enterprise M3 LEP Strategic Economic Plan (2014) states that many businesses within the LEP area report a shortage of higher-level skills. The document notes that skills are a fundamental component of productivity and that higher than average skills gaps in key sectors could constrain economic growth if they are not addressed. The development of skills needed by employers is a core objective for the LEP.

11.49 At the Borough level, local employers have reported that they encounter difficulties in finding workers with relevant basic, technical and specialist skills. A lower percentage of Rushmoor residents are educated to NVQ Level 4 than the Hampshire, South East and Great Britain averages, and a higher percentage of Rushmoor residents have NVQ Level 1 qualifications when compared to the Hampshire, South East and Great Britain averages. The Council will continue to work with education providers, including Hampshire County Council, Farnborough College of Technology, Farnborough 6th Form College, and local skills providers, and be supportive of the facilities that they need.

11.50 Improving educational attainment and training facilities would allow the Borough's residents to access higher-value employment in the Borough, and reduce the disparity in wages between those people who work in the Borough and those who live here. The Council will therefore work with its partners and communities to support the development of education and training facilities that will contribute to improvements in the educational attainment and skills levels of residents.

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11.51 Improved skills would help to support the development and growth of knowledge-based industries (including advanced manufacturing) that the Council is seeking to attract to the Borough's Strategic and Locally Important Employment Sites. The Council recognises the importance of a skilled local workforce and has established the Rushmoor Employment and Skills Zone to maximise skills, training and employment opportunities for residents. In addition, the Council recognises the role that apprenticeships will play in providing a skills base to support the Borough's diverse range of businesses.

11.52 The Council holds National Skills Academy for Construction status and works in partnership with the construction industry to generate skills, training and employment opportunities on large development sites in the Borough.

11.53 The Council therefore actively encourages developers to commit to construction training as part of their project and to make their intentions clear in their planning applications. It will offer applicants support in preparing materials, such as an employment and skills plan.

PC8 - Skills, Training and Employment

Planning permission will be permitted for development which, subject to compliance with other policies contained within this plan, supports educational and employment opportunities by:

- a. Delivering improvements to primary and secondary schools, and further and higher education facilities;
- b. Providing adult learning opportunities;
- c. Enhancing partnership working between developers, employers and training establishments in the Borough;
- d. Providing new training facilities; and
- e. Supporting local skills and employment providers.

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12.1 Thames Basin Heaths Special Protection Area

12.1 The Thames Basin Heaths Special Protection Area (TBH SPA) is made up of thirteen Sites of Special Scientific Interest (SSSI) that lie within the boundaries of eleven local planning authorities. The Thames Basin Heaths were approved as a Special Protection Area (SPA) in March 2005 and represent a mixture of heathland, scrub and woodland habitat that support important breeding populations of:

- Nightjar (*Caprimulgus europaeus*);
- Woodlark (*Lulula arborea*); and
- Dartford Warbler (*Sylvia undata*).

National Context

12.2 The European legislation (EU Habitats Directive) under which the sites are designated is delivered in England under the Conservation of Habitats and Species Regulations 2010. All plans and proposals need to be assessed alone and in combination with other projects and plans to ensure that they will have no significant impact on the SPA. A significant impact is reported to be likely to occur from a net increase in residential development, leading to an increased population, in an area where the inhabitants of the development are within such proximity to the SPA that they are likely to visit it for recreational purposes. The zone of influence is considered to be a five kilometre straight line distance from the SPA boundary. National guidance on biodiversity and related legislation require that designated sites and protected species are given appropriate weight within planning policies and planning decisions to ensure that biodiversity interests are maintained, enhanced and restored.

In Rushmoor

12.3 The whole of Rushmoor Borough lies within five kilometres of the TBH SPA. The former South East Plan provided an overarching policy (Policy NRM6) which applied to development affecting the TBH SPA.⁽⁷¹⁾ It set out a strategic approach to the principles of avoidance and mitigation for affected local authorities. Given the significance of this cross-boundary issue, the affected authorities, along with Natural England and other interested parties, formed the Thames Basin Heaths Joint Strategic Partnership. This group agreed a TBH SPA 'Delivery Framework' to encourage a consistent approach to ensuring that development within the boundaries of affected local authorities would not have an adverse impact upon ground nesting birds in the SPA.

12.4 Based on the Delivery Framework and advice from Natural England, two forms of mitigation are identified in Policy NE1 of this Local Plan, which is supported by the Rushmoor TBH Avoidance and Mitigation Strategy (2014).⁽⁷²⁾ This comprises a combination of the provision of suitable alternative areas for recreational use, known as Suitable Alternative Natural Greenspace (SANG), by the residents

71 The South East Plan was adopted in May 2009. In 2013, the Secretary of State for Communities and Local Government laid a partial revocation order before Parliament. This came into force on 25th March 2013 and revoked the majority of the Plan, except for Policy NRM6.

72 The Thames Basin Heaths SPA Avoidance and Mitigation Strategy (2014) is available to view at www.rushmoor.gov.uk/spa.

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of new residential developments to divert them away from the SPA, and actions on the SPA itself to manage access and encourage the use of these alternative sites, known as Strategic Access Management and Monitoring measures (SAMM). Mitigation must be operational prior to the initial occupation of new residential developments to ensure that the interests of the SPA are not harmed. Mitigation is required in perpetuity.

12.5 Rushmoor Borough Council, as the competent authority, must determine whether individual proposals will either alone or in combination have a significant effect on the TBH SPA and, therefore, whether the mitigation measures set out above must be provided, having due regard to the Delivery Framework and advice from Natural England.

12.6 The avoidance measures set out in the Delivery Framework, Policy NE1 and the Rushmoor TBH SPA Avoidance and Mitigation Strategy (2014) relate to the following types of development:

- Proposals for one or more net new dwelling units falling within use classes C3 and C4 (residential development); and
- Proposals for one or more net new units of ancillary staff residential accommodation.

12.7 All other applications for new development, including applications for non-residential development, will also need to be screened to assess whether they will have a likely significant effect (individually or in combination with other plans and projects), and be subject to a habitats regulations assessment where they are likely to have a significant adverse impact on the integrity of the SPA.

12.8 It is widely accepted that it is not possible to avoid an adverse impact from residential developments within 400 metres of the TBH SPA, and development will not be permitted unless it falls within specific categories agreed with the Council in consultation with Natural England. It should be noted that 10% of the land area in the Borough falls within this 400-metre 'zone of influence'.

12.9 The Council has access to three areas of SANG: Hawley Meadows, Rowhill Nature Reserve and Southwood Woodlands. It continues to explore options to deliver additional SANG to support the delivery of new homes, and to investigate alternative methods of mitigation. Further details are found in the 'Thames Basin Heaths Special Protection Area' topic paper, which is available to view at www.rushmoor.gov.uk/newlocalplan.

12.10 It is expected that large residential developments will provide bespoke mitigation that provides a combination of benefits, including SANG, biodiversity enhancement and green infrastructure improvements. Where developers propose a bespoke solution, this will be assessed on its own merits under the Habitats Regulations and will be agreed with the Council in consultation with Natural England.

12.11 Where further evidence demonstrates that the integrity of the SPA can be protected using alternative mitigation measures, these must be agreed with Natural England.

12.12 Whilst not part of the mitigation measures required by developers, habitat management is also an essential element of the maintenance and improvement of the quality of the SPA habitat. Natural England works with SPA owners and managers, advising upon and agreeing appropriate habitat management, to improve the habitat condition of designated sites.

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NE1 - Thames Basin Heaths Special Protection Area

New development which is likely to have a significant effect on the ecological integrity of the Thames Basin Heaths Special Protection Area (SPA), including all net new dwellings, will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. The mechanism for delivering this policy is set out in the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (2014), supported by the Thames Basin Heaths Delivery Framework prepared by the Thames Basin Heaths Joint Strategic Partnership.

Residential development that would result in a net gain of units will not be permitted within 400 m of the SPA boundary unless, in agreement with Natural England, an appropriate assessment demonstrates that there will be no adverse effect on the SPA.

In all instances where mitigation measures are applicable, as set out in the Delivery Framework, the following standards will apply, unless an evidence-based alternative strategy has been agreed with Natural England:

- a. A minimum of 8 ha of SANG land (after discounting to account for current access and capacity) should be provided in perpetuity per 1,000 new occupants, either through contributions towards the provision of SANG identified by the Borough Council, or through on-site SANG, agreed with Natural England; and
- b. Contributions towards Strategic Access Management and Monitoring measures.

12.2 Green Infrastructure

In Rushmoor

12.13 Green infrastructure includes parks, outdoor sports facilities, waterways, gardens of residential properties, amenity green space, allotments, and natural and semi-natural green space. Rushmoor is fortunate to have a variety of green spaces. These include the green corridors along the waterways of the Blackwater Valley, Cove Brook and the Basingstoke Canal, the network of parks and open spaces across the Borough, and the Thames Basin Heaths Special Protection Area. Green infrastructure has the potential to deliver a wide range of benefits, including providing sustainable transport links, mitigating and adapting to the effects of climate change, and improved physical and mental health. For example, a number of bodies and government agencies have promoted the physical and mental health benefits of access to green space. Studies suggest that access to good-quality green space leads to higher levels of physical activity, reduces obesity rates and the prevalence of obesity-related illnesses, and may lower feelings of stress and anxiety and improve mental well-being. Such benefits to health are particularly important within Rushmoor; Hampshire County Council's Joint Strategic Needs Assessment (2015) and Public Health England's Health Profile for Rushmoor (2015) indicate that obesity rates and incidences of mental illness among adults and children and young people are higher within the Borough than the rest of Hampshire and England as a whole.

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12.14 The Council will use its planning powers to protect the existing green infrastructure network from development that would cause harm, unless it is possible to include measures to ensure that harm is avoided or mitigated. Mitigation could include qualitative or quantitative improvements. The Council will work with communities to identify and implement opportunities to improve the quality of the green infrastructure network (for example, through advice on planting schemes). The Council will prepare a green infrastructure strategy and will work in partnership with developers, landowners, Hampshire County Council and other organisations to identify and implement opportunities to improve the quality of the green infrastructure network.

Important Open Areas

12.15 In a small urban authority, large open spaces within the urban area are significant in terms of amenity, and health and well-being. The NPPF seeks to ensure the protection of important landscapes and local character, and recognises the importance of areas of open space.

12.16 Following a review of large open spaces allocated in the Rushmoor Local Plan Review (2000), and consideration of any potential new sites, Policy NE2 identifies the following sites as 'Important Open Areas':

- Farnborough Hill Convent: Farnborough;
- Queen's Parade and MoD playing fields/Mons Hill: Aldershot; and
- St Michael's Abbey: Farnborough.

Green Corridors

12.17 A number of linear routes in the Borough provide important landscape and amenity corridors. These can also be of recreation and wildlife value. The principal green corridors are the Blackwater Valley, Basingstoke Canal, Cove Brook, rail corridors and major highway corridors. The Council will look to strengthen these corridors, where opportunities arise, and will resist development which would weaken them.

12.18 The ecological status of the River Blackwater, Cove Brook, Basingstoke Canal and Fleet Brook (in Rushmoor) is currently classed as 'moderate'. The Council is seeking to improve the quality of these four water bodies and meet the objectives of the Water Framework Directive to achieve 'good' ecological and chemical status by 2027. Where there are new developments adjacent to the river, opportunities should be sought to maintain and enhance the river corridor and to contribute to the Borough's green infrastructure network. Such opportunities may include the provision of in-channel vegetation, especially along the margins, the creation or restoration of bank habitats and/or an undeveloped buffer zone adjacent to the river.

12.19 This Policy is supported by other policies in the Local Plan, specifically policies DE6 (Open Space, Sport and Recreation), DE7 (Playing Fields and Ancillary Facilities) and DE8 (Indoor and Built Sport and Recreation Facilities), and Policy NE1 (Thames Basin Heaths Special Protection Area). Boundaries for Important Open Areas and green corridors are identified on the Policies Map.

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NE2 - Green Infrastructure

A diverse network of accessible, multi-functional green infrastructure across the Borough will be protected and enhanced for its biodiversity, economic, recreational, accessibility, health and landscape value by ensuring that development:

- a. Does not result in a loss, fragmentation or significant impact on the function of the green infrastructure network;
- b. Provides green infrastructure features within the development site or, where this is not feasible, makes appropriate contributions towards other strategic enhancement, restoration and creation projects where the proposal will result in additional pressure on the green infrastructure network;
- c. Maximises opportunities for improvement to the green infrastructure network, including restoration of fragmented parts of the network.

Development proposals will only be permitted where they do not have a significant adverse impact on the essentially open character of Important Open Areas, as shown on the Policies Map.

Development proposals within or adjoining green corridors, as shown on the Policies Map, will be expected to enhance their landscape and amenity value.

12.3 Trees and Landscaping

12.20 Trees and landscaping are an important environmental resource in Rushmoor. In 2012, approximately 11% of the Borough was estimated to be covered by effective tree canopy (over 5 metres high, excluding Defence Estates Land). This is a small drop on the estimated coverage in 2003, suggesting that tree cover in the Borough is diminishing. As well as being an important amenity asset, trees and landscaping provision are important for maintaining and enhancing biodiversity and helping to mitigate and adapt to climate change by absorbing carbon, providing shading and reducing surface water run-off.

12.21 The Council will use planning conditions to ensure that trees are not affected during construction. Planning applications should indicate clearly the location of any existing trees on the site and the location of any proposed storage areas, site huts, hard surfaces and service trenches, where these are likely to affect trees.

12.22 Applicants should, in accordance with the policy and in consultation with the Council, explore opportunities to provide new trees of an appropriate species for the specific location and development.

12.23 In addition to the importance of trees, good landscaping can offer biodiversity enhancements and climate change benefits, as well as improve general amenity for residents and visitors. Landscaping should be an integral part of any development proposal, and early discussions on landscaping schemes are encouraged for major development proposals.

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12.24 For the provision of both trees and landscaping, native species should be used wherever appropriate in recognition of their importance to the local landscape. However, non-native plant species may be justifiable, and consideration must be given to the need to provide species which will be robust and appropriate, both to the site conditions and to forecast impacts of climate change.

NE3 - Trees and Landscaping

The Council will not permit development which would affect adversely existing trees worthy of retention, particularly those subject to Tree Preservation Orders (TPOs), and where appropriate will ensure that trees are protected either through condition or the making of new TPOs.

New development will be expected to make provision for tree and general planting in appropriate situations, to improve the level of tree coverage within the Borough and, therefore, improve and enhance its contribution to visual amenity, biodiversity and climate change.

Major development schemes should include comprehensive landscaping, tree planting and management plans for agreement, including, where appropriate, the mechanisms for long-term maintenance. All landscaping and tree planting schemes should include species appropriate to the site conditions and to anticipated forecasts of climate change.

12.4 Biodiversity

12.25 The Borough is fortunate to have a range of designated sites important for their biodiversity value and which contribute to the Borough's identity. In addition to designated sites, other sites, both individually and collectively, have an important role to play in protecting and enhancing the diversity of species found in the Borough. Unless planned carefully, new developments can have detrimental impacts on biodiversity, both directly through loss or fragmentation of habitats, or indirectly through disturbance and pollution.

National Context

12.26 National policy states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Local planning authorities are advised to set criteria-based policies against which proposals for any development, on or affecting protected wildlife or geodiversity sites, will be judged. Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.

12.27 The 'Making Space for Nature' report produced by Professor Sir John Lawton for the Department for Environment, Food and Rural Affairs (Defra) in 2010 concluded that establishing a coherent and resilient ecological network would effectively conserve biodiversity and ecosystem services, delivering many benefits to people while also making efficient use of scarce land and resources.⁽⁷³⁾ It made a

73 Professor Sir John Lawton (2010) 'Making Space for Nature: A Review of England's Wildlife Sites and Ecological Network'.

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number of recommendations but summarised what needed to be done in four words: 'more, bigger, better and joined'. Biodiversity 2020, a biodiversity strategy for England published by Defra in 2011, sets an overall mission to halt overall biodiversity loss, support healthy, well-functioning ecosystems, and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.

In Rushmoor

12.28 Rushmoor is covered by a range of sites containing important biodiversity resources, including sites designated at the European level as Special Protection Areas (SPAs), at the national level as Sites of Special Scientific Interest (SSSIs) and at the local level as Sites of Importance for Nature Conservation (SINCs). There are also significant areas of woodland, including ancient woodland, watercourses and other formal and informal areas of open space that are an important local resource for supporting local biodiversity. More information on the habitats, species and designated sites within Rushmoor is available in the Rushmoor Biodiversity Action Plan (2016).

12.29 Rushmoor Borough Council will apply a hierarchical approach to the conservation of designated sites within the Borough as follows.

- i. **International Sites:** Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites, or candidate/formally proposed versions of these designations.
- ii. **National Sites:** Sites of Special Scientific Interest (SSSI), National Nature Reserves and Marine Conservation Zones.
- iii. **Irreplaceable Habitats:** including ancient woodland (not designated under National Sites above) and the loss of aged or veteran trees found outside ancient woodland.
- iv. **Local Sites:** Sites of Nature Conservation Importance (SNCIs)/Sites of Importance for Nature Conservation (SINCs), Local Nature Reserves and Local Geological Sites.

12.30 Designated sites form the key components of the local ecological network. However, important habitats or notable species are not confined to designated sites, and the Rushmoor Biodiversity Action Plan (2016) highlights habitats and species important at a local level and identifies a number of actions which fall into three broad categories: protecting the existing resource, raising awareness of biodiversity in the community and within the Council, and enhancing biodiversity through partnership projects. A number of actions rely on delivery through the planning system to help to protect the biodiversity resources of the Borough and take every opportunity to create new areas and features for biodiversity. All developments should seek to have a net benefit to the biodiversity of the Borough. Such benefits might be through specific planting schemes, the use of street trees or the improved management of existing habitats. The delivery of green infrastructure, in accordance with Policy NE2, will provide valuable links between habitats and designated sites.

12.31 The NPPF (Paragraph 118) states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less-harmful impacts), adequately mitigated or, as a last resort, compensated for, then planning permission should be refused. Examples of these approaches are:

- **Avoidance:** the avoidance of adverse impacts on habitats and species as a direct or indirect result of development must always be the first consideration. For example, it may be possible to move the site boundary to avoid damaging a particular habitat feature.

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- **Mitigation:** in many cases, it is also necessary to design specific mitigation measures that will reduce significantly the impacts to the habitats in or next to the site and the wildlife species that they support. This may be through an agreed mitigation strategy, for example, the Thames Basin Heaths SPA Avoidance and Mitigation Strategy (see Policy NE1).
- **Compensation:** where the impacts have been mitigated as far as practicable but there is still likely to be a residual loss of biodiversity, compensation measures will be considered. This will only be considered as a last resort after all other options have been explored and where it has been demonstrated that it will not be possible to avoid or mitigate the residual loss. The basis of ecological compensation will be to produce 'like for like' habitat.

12.32 The delivery of enhancements to biodiversity in and around new developments should be informed by an understanding of the local ecological network and should seek to include habitat restoration, re-creation and expansion, improving links between designated sites, buffering of existing designated sites, delivery of new biodiversity features within development, and securing management for long-term enhancement.

12.33 The Council takes a proactive approach to working with the local community and other partner organisations to improve local biodiversity, including through the Rushmoor Urban Wildlife Group, the Cove Brook Greenway Group, the Rowhill Nature Volunteers and the Blackwater Valley Countryside Partnership.

12.34 Designated sites are shown on the Policies Map, although their boundaries may change over the course of the Plan period. When implementing any policy relating to the protection of biodiversity within protected areas, the most up-to-date boundaries will be used, as these may have been amended or changed since the production of the original Policies Map.

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NE4 - Biodiversity

Development proposals will be permitted if significant harm to biodiversity and/ or geodiversity resulting from a development can be avoided or, if that is not possible, adequately mitigated such that it can be clearly demonstrated that:

- a. There will be no adverse effect on the conservation status of key species;
- b. There will be no adverse effect on the integrity of designated and proposed European designated sites;
- c. There will be no adverse effect to nationally designated sites;
- d. There will be no adverse effect to locally designated sites;
- e. There will be no loss or deterioration of a key habitat type, including irreplaceable habitats; and
- f. There will be no adverse effect to the integrity of linkages between designated sites and key habitats.

The weight given to the protection of nature conservation interests will depend on the international, national or local significance and any designation or protection applying to the site, habitat or species concerned.

Where development proposals do not comply with the above, they will only be permitted if it has been demonstrated clearly that there is an overriding public need for the proposal which outweighs the need to safeguard biodiversity and/or geodiversity, and there is no satisfactory alternative with fewer or no harmful impacts. In such cases, as a last resort, compensatory measures will be secured to ensure no net loss of biodiversity and, where possible, provide a net gain.

Development proposals should seek to secure opportunities to enhance biodiversity and include proportionate measures to contribute, where possible, to a net gain in biodiversity, through creation, restoration, enhancement and management of habitats and features, including measures that help to link key habitats.

The Council will seek to protect, maintain and enhance the Borough's biodiversity and geological resources, in association with partners, through:

- a. Supporting a programme of survey of habitats and species, and designation of 'Sites of Importance for Nature Conservation';
- b. Seeking the inclusion of measures which protect and strengthen populations of protected and target species and contribute to the habitat restoration targets identified in the Rushmoor Biodiversity Action Plan;
- c. Seeking the inclusion of measures to protect and enhance local watercourses, including the River Blackwater, Cove Brook and Basingstoke Canal, and their tributaries;
- d. Maintaining a Borough-wide network of local wildlife sites and wildlife corridors between areas of natural greenspace to prevent the fragmentation of existing habitats; and
- e. Supporting measures to increase local understanding of the importance of biodiversity in the Borough.

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12.5 Countryside

12.35 Rushmoor is predominantly urban, with only small pockets of countryside and no identifiable rural economy. These small areas, close to the Defined Urban Area, are particularly important. They provide an invaluable resource to the local population and protect the setting to built-up areas. The overall policy approach is to protect the openness of the countryside and to support enhancement schemes. The Ministry of Defence owns much of this countryside and uses it for military training.

12.36 Land located outside the Defined Urban Area in Rushmoor is defined as countryside. The character of areas of countryside within the Borough have been defined through a landscape assessment, which is available to view at www.rushmoor.gov.uk/ldfbackgroundpapers. The Blackwater Valley area of countryside, which lies on the eastern boundary of the Borough, is of particular importance for informal recreation, local nature conservation and as part of the Borough's green infrastructure.

12.37 The Council wishes to provide positive encouragement to environmental improvements, accessibility, recreational use, nature conservation and biodiversity. The Council also wishes to maintain and enhance the Blackwater Valley area of countryside, which is narrow, sensitive to development and vulnerable in places. It is therefore important to prevent the settlements visually merging, causing coalescence.

12.38 The area of countryside between Aldershot, Fleet and Yateley is wider. The countryside extends into neighbouring local authorities, and Rushmoor's residents have access to this larger area. Significant areas are also covered by nature conservation designations, including the Thames Basin Heaths Special Protection Area. Any recreational uses and accessibility improvements must be compatible with nature conservation designations. The Council will support environmental improvements and enhancements to biodiversity and nature conservation.

NE5 - Countryside

Development within the countryside (outside the Defined Urban Area of Aldershot and Farnborough) will only be permitted where:

- a. The location is considered sustainable for the proposed use;
- b. It preserves the character and appearance of the countryside; and
- c. It does not lead to harmful physical or visual coalescence between Aldershot and Farnborough and neighbouring settlements.

The Council will encourage schemes that result in environmental and landscape improvement, enhance biodiversity and nature conservation, and support better accessibility.

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12.6 Water and Flooding

National Policy

12.39 Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change, and water supply and demand considerations.

12.40 New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.

12.41 There may be a requirement for a sequential test/approach for new development proposed in Flood Zone 2 or Flood Zone 3, in accordance with national policy and guidance. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

In Rushmoor

12.42 The Rushmoor Strategic Flood Risk Assessment (2015) identifies that the majority of the Borough is located within Flood Zone 1, with only a very small area located in Flood Zone 2, 3a and 3b (functional floodplain).⁽⁷⁴⁾ Future development should therefore be steered towards Flood Zone 1, with only water compatible and essential infrastructure located in Flood Zone 3b.

NE6 - Managing Fluvial Flood Risk

New development will be directed to areas of lowest risk, giving highest priority to Flood Zone 1. Development with the highest vulnerability classification should be located within areas at lower flood risk, and thereafter, more vulnerable development should be considered, and then less vulnerable.

Development proposals in Flood Zone 2 and Flood Zone 3 need to demonstrate that:

- a. The development provides wider sustainability benefits to the community that outweigh flood risk; and
- b. The development will be safe for its lifetime, taking account of the vulnerability of its users, without increasing flood risk elsewhere.

There may be a requirement to undertake a sequential test subject to the type of development proposed.

Development proposals within Flood Zone 2 and Flood Zone 3 will be appropriately flood resilient and resistant, including safe access and escape routes where required, and ensure that any residual risk can be safely managed.

74 The Rushmoor Strategic Flood Risk Assessment (2015) is available to view at www.rushmoor.gov.uk/newlocalplan.

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Surface Water Flooding

12.43 In 2009, the Department for Environment, Food and Rural Affairs (Defra) produced a 'National Rank Order of Settlements Susceptible to Surface Water Flooding', ranked by the estimated number of properties susceptible to surface water flooding resulting from severe rainfall.

12.44 This ranked list of settlements was developed using the Environment Agency's 'Areas Susceptible to Surface Water Flooding' maps. These maps categorise areas within three bandings: less, intermediate and more susceptible.

12.45 Priority locations within Hampshire were identified by Defra where evidence indicating the risk and potential impact of surface water flooding could be highest, and where surface water management plans (SWMPs) would be most effective to understand and manage flooding. Using this assessment as well as historic flooding information, Defra identified a need for SWMPs to be produced for three priority areas: Rushmoor, Basingstoke and the central Hampshire chalk catchment (groundwater flooding).

12.46 The Rushmoor Surface Water Management Plan (2012) was drafted by Hampshire County Council and describes the significant features which can impact on surface water flood risk in the Borough. This data was described and assessed on a ward-by-ward basis, looking at each area's susceptibility to flooding based on information from past flood events and the likelihood of future flooding based on national modelling data.

12.47 This allowed a hierarchy of flood risk in the Borough to be identified, along with surface water flooding 'hotspots' where further, more detailed work was required into the causes of, and possible responses to, flood risk. Whilst the SWMP was never formally adopted, the findings of the document were endorsed by the Strategic Flood Risk Assessment.

12.48 Eleven sites have a significantly higher 'risk index' of surface water flooding than other parts of the Borough. These areas are identified on the Policies Map.⁽⁷⁵⁾ Within these defined areas, any new development will need to incorporate flood resilient measures that can satisfactorily address/manage the direct impacts associated with flood events. Such management options may include the raising of floor levels (typically 600 millimetres above ground level) or, where not possible, raising floor levels as high as possible and providing flood resilient measures to 600 millimetres above ground level.⁽⁷⁶⁾

12.49 Since April 2015, lead local flood authorities have had the responsibility of managing surface water flood risk and commenting on surface water flood risk for planning applications.

75 Boundaries provided by Hampshire County Council and may be subject to change.

76 600 millimetres is suggested because all sites bar one in the flooding hotspot list state that flood depths are 500 millimetres or less. The extra 100 millimetres would provide some scope for uncertainties in flood depths.

Managing the Natural Environment 12

NE7 - Areas at Risk of Surface Water Flooding

For proposals within defined areas at risk of surface water flooding, as identified on the Policies Map, applicants will need to submit a surface water assessment that:

- a. Demonstrates that flood resistance and resilience measures have been incorporated;
- b. Demonstrates that all new buildings and the development of car parking and hard standing incorporates sustainable drainage systems (SuDS) that achieve returning run-off rates and volumes equivalent to original greenfield discharge to alleviate flooding; and
- c. Demonstrates that the risk of surface water flooding is adequately managed and mitigated to prevent a deterioration of water quality and pollution of the water source.

Sustainable Drainage Systems

National Policy

12.50 The NPPG, which accompanies the NPPF, indicates that priority should be given to the use of sustainable drainage systems (SuDS) in new developments. Appropriate deployment of SuDS within a development can offer benefits in terms of reductions in flood risk, improvements to water quality, quicker replenishment of groundwater and improved visual amenity.

12.51 Where possible, SuDS for a site should seek to:

- Reduce flood risk (to the site and neighbouring areas);
- Reduce pollution; and
- Provide landscape and wildlife benefits.

12.52 The application of SuDS is not limited to a single technique per site. Often, a successful SuDS solution will utilise a combination of techniques, providing flood risk, pollution and landscape/wildlife benefits.

12.53 SuDS techniques can be used to reduce the rate and volume and improve the water quality of surface water discharges from sites to the receiving environment (i.e. natural watercourse or public sewer etc.). The SuDS Manual (2015), produced by CIRIA, identifies several processes that can be used to manage and control run-off from developed areas.⁽⁷⁷⁾ Each option can provide opportunities for storm water control, flood risk management, water conservation and groundwater recharge.

- **Infiltration:** the soaking of water into the ground. This is the most desirable solution, as it mimics the natural hydrological process. The rate of infiltration will vary with soil type and condition, the antecedent conditions and with time. The process can be used to recharge groundwater sources and feed baseflows of local watercourses, but where groundwater sources are vulnerable or there is risk of contamination, infiltration techniques are not suitable. Additionally, shallow groundwater

77 CIRIA (2015) 'The SuDS Manual (C753)': available to view at www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx.

12 Managing the Natural Environment

and low infiltration rates will prevent the application of infiltration SuDS. Infiltration techniques should be as shallow as possible and should not intercept the water table at any time. There should be one metre of unsaturated ground below the base.

- **Detention/Attenuation:** the slowing down of surface flows before their transfer downstream, usually achieved by creating a storage volume and a constrained outlet. In general, though the storage will enable a reduction in the peak rate of run-off, the total volume will remain the same, just occurring over a longer duration.
- **Conveyance:** the transfer of surface run-off from one place to another (for example, through open channels, pipes and trenches).
- **Water Harvesting:** the direct capture and use of run-off on site (for example, for domestic use, such as flushing toilets, or irrigation of urban landscapes). The ability of these systems to perform a flood risk management function will be dependent on their scale and whether there will be a suitable amount of storage always available in the event of a flood.

12.54 As part of any SuDS scheme, consideration should be given to the long-term maintenance of the SuDS to ensure that it remains functional for the lifetime of the development.

In Rushmoor

12.55 An assessment of the suitability of using infiltration SuDS techniques across the Borough was undertaken as part of the Strategic Flood Risk Assessment (2015). It is recognised that infiltration techniques will be inappropriate in certain parts of the Borough because of geological constraints. However, there are notable areas which are considered to be highly compatible with infiltration techniques, and such SuDS solutions will be encouraged in the first instance. In areas where infiltration is considered to be inappropriate, other SuDS techniques (for example, Detention/Attenuation) will be encouraged.

NE8 - Sustainable Drainage Systems

The implementation of integrated and maintainable SuDS in all flood zones for both brownfield and greenfield sites is required. Infiltration techniques should be investigated in the first instance as this mimics the natural hydrological process. In areas where infiltration is considered to be inappropriate (for example, contaminated land), other SuDS techniques will be considered.

For greenfield developments, the peak run-off rate/volume from the development to any drain, sewer or surface water body for the 1-in-1-year and 1-in-100-year rainfall event must not exceed the greenfield run-off rate for the same event.

For brownfield developments, the peak run-off rate/volume from the development to any drain, sewer or surface water body for the 1-in-1-year and 1-in-100-year rainfall event must be as close as reasonably practical to the greenfield run-off rate from the development for the same rainfall event, but should never exceed the rate of discharge from the existing development on site.

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Farnborough Airport

12.56 The Airport, in its present layout, includes a substantial amount of hard standing that impacts on flood risk. Surface water from Farnborough Airport runs off into Cove Brook. This is a flashy river (water levels rise rapidly), so it is sensitive to surface water run-off and has the potential to increase surface water and river flooding further downstream. The introduction of effective SuDS and the restriction of surface water run-off rates from new developments to greenfield rates is therefore particularly important.

NE9 - Surface Water Flooding at Farnborough Airport

All development proposals within the Farnborough Airport Planning Policy Boundary will incorporate a site-specific flood risk assessment that ensures a greenfield discharge rate or better is achieved in order to not further exacerbate surface water flooding problems downstream.

13 Monitoring

13 Monitoring

13.1 The Council's [Authority Monitoring Report](#) (AMR) will be used to report on the effectiveness of delivering the Vision and Strategic Objectives of the Local Plan. The table below sets out a set of monitoring indicators and targets which will be used to assess whether the objectives are being met. The monitoring indicators have mainly been identified from indicator sets that the Council already has to report on.

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
<p>Objective A: To address local housing needs by planning for at least 7,850 new homes of an appropriate housing mix and tenure, including specialist housing needs, between 2014 and 2032.</p>				
<p>Key Delivery Policies:</p> <ul style="list-style-type: none"> ● SS1 - Presumption in Favour of Sustainable Development ● SS2 - Spatial Strategy ● SP1 - Aldershot Town Centre ● SP1.4 - The Galleries ● SP1.5 - Union Street East ● SP1.6 - Hippodrome House ● SP1.7 - Westgate Phase II ● SP1.8 - Aldershot Railway Station and Surrounds ● SP2 - Farnborough Town Centre ● SP2.3 - Farnborough Civic Quarter ● SP5 - Wellesley ● SP6 - The Crescent ● DE5 - Proposals Affecting Existing Residential (C3) Uses ● LN1 - Housing Mix ● LN2 - Affordable Housing ● LN3 - Gypsies, Travellers and Travelling Showpeople ● LN4 - Specialist and Supported Accommodation ● LN5 - Neighbourhood Deprivation Strategy 				
A1. Land supply	A supply of identifiable and deliverable housing land for 1,756 net new dwellings	Maintaining a 5-year housing land supply.	n/a	Developers and landowners.

13 Monitoring

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
	<p>over the next 5 years. This equates to a land supply of 18 years.</p> <p>Discounting SHELAA projections over the 5-year period (888 dwellings), the Borough has a housing land supply of approximately 9 years.</p>			
A2. Net additional dwellings	173 homes (2015/16).	Delivery of housing in line with the housing trajectory.	At least 7,850 additional homes delivered, of which 3,850 are at Wellesey.	Developers and landowners.
A3. Net affordable housing completions	15 homes (2015/16).	To maximise affordable housing delivery in line with the need in the latest SHMA for the Housing Market Area.	Maximum affordable housing delivery in line with the need in the latest SHMA for the Housing Market Area.	Registered social landlords. Defence Infrastructure Organisation.
A4. Dwelling mix	As set out in the SHMA 2015.	Delivery in line with the SHMA (and any update).	Mix of new homes in line with the SHMA, to include an increase in the proportion of 4+ bedroom homes in the Borough.	Homes and Communities Agency. Neighbouring authorities.
A5. Net change in number of yards (Travelling Showpeople)	2 yards/plots.	No net loss.	No net loss.	

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
Objective B: To deliver a sustainable urban extension at Wellesley, Aldershot, of about 3,850 new homes by 2032.				
Key Delivery Policies:				
<ul style="list-style-type: none"> ● SS2 - Spatial Strategy ● SP5 - Wellesley 				
B1. Net additional dwellings at Wellesley	0	Delivery of housing in line with the housing trajectory, with first completions in 2015/16.	Approximately 3,850 dwellings delivered.	Bellway Homes. Grainger Plc.
B2. Net affordable housing completions at Wellesley	0	Delivery of housing in line with the housing trajectory, with first completions in 2015/16.	Approximately 1,340 affordable dwellings delivered at Wellesley.	Defence Infrastructure Organisation. Homes and Communities Agency.
B3. Provision of social and community infrastructure at Wellesley	n/a	Annual delivery of infrastructure in line with the Rushmoor Infrastructure Plan and any agreed Infrastructure Strategy as part of the planning permission.	Delivery in line with the outline planning consent.	Registered social landlords. Hampshire County Council.
B4. Provision of employment and retail facilities at Wellesley	n/a	Completion of development in line with an agreed phasing plan.	Delivery in line with the outline planning consent and SPD.	Utilities and infrastructure providers and agencies.

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
				Other development partners.

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
<p>Objective C: To protect the land required to fulfil the Borough's role in enabling strong economic performance across the functional economic area and wider Enterprise M3 LEP area through the safeguarding of Strategic and Locally Important Employment Sites.</p>				
<p>Key Delivery Policies:</p> <ul style="list-style-type: none"> ● SS2 - Spatial Strategy ● PC1 - Economic Growth and Investment ● PC2 - Strategic Employment Sites ● PC3 - Locally Important Employment Sites ● PC4 - Farnborough Business Park ● PC5 - Cody Technology Park ● PC6 - East Aldershot Industrial Cluster 				
C1. Number of jobs in the Borough	48,000 employee jobs (BRES, 2015).	The number of jobs in the Borough has increased from the previous monitoring year.	To contribute towards meeting the forecast employment needs of the Hart, Rushmoor and Surrey Heath Functional Economic Area (approximately 23,700 jobs between 2011 and 2032).	Department for Trade and Industry. Enterprise M3.

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
				HCC / RBC Economic Development.
C2. Loss of land to non-employment uses at the defined Strategic Employment Sites	n/a	Amount of employment land lost to alternate uses (ha).	No net loss of employment land at the Strategic Employment Sites.	Developers and landowners.
C3. Loss of land to non-employment uses at the defined Locally Important Employment Sites	n/a	Amount of employment land lost to alternate uses (ha).	Net loss of less than 5% of employment land at the Locally Important Employment Sites.	
C4. Proportion of working age people on an out-of-work benefit	0.8% (all people claiming out-of-work benefits in December 2016, NOMIS).	Tracked against trend and South East average.	A decreased level to the same as or less than the South East average.	Enterprise M3 HCC / RBC Economic Development.
C5. Proportion of working age population with NVQ4+	25.5% (NOMIS for 2015).	Tracked against trend and South East average.	To increase to a level no less than the South East average.	Rushmoor Employment and Skills Zone.
C6. Births and deaths of enterprises as a proportion of all active enterprises.	14.1% business births and 8.8% business deaths in 2015 (ONS).	Tracked against trend and South East average.	Business births exceeding deaths. Proportion of business births to meet or exceed South East average.	Hampshire County Council. Local education providers.

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
C7. Businesses per 1000 population	41.3 (Active Enterprises per mid-year population estimate, ONS for 2015).	Tracked against trend.	To increase.	
C8. Gap in earnings between people who live in the Borough and people who work in the Borough.	£10.60 per week (median gross weekly pay, full time workers, NOMIS 2016).	Tracked against trend.	To decrease.	

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
<p>Objective D: To enhance the vitality and viability of Aldershot and Farnborough town centres as retail and leisure destinations to meet the needs of residents, and to support the vibrancy of North Camp District Centre.</p>				
<p>Key Delivery Policies:</p> <ul style="list-style-type: none"> ● SP1 - Aldershot Town Centre ● SP1.1 - Primary Frontages in Aldershot Town Centre ● SP1.2 - Secondary Frontages in Aldershot Town Centre ● SP1.3 - Westgate ● SP1.4 - The Galleries ● SP1.5 - Union Street East ● SP1.6 - Hippodrome House ● SP1.7 - Westgate Phase II 				

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
<ul style="list-style-type: none"> • SP2 - Farnborough town Centre • SP2.1 - Primary Frontages in Farnborough Town Centre • SP2.2 - Secondary Frontages in Farnborough Town Centre • SP2.3 - Farnborough Civic Quarter • SP3 - North Camp District Centre • SP3.1 - North Camp District Centre Primary Shopping Frontage • SP3.2 - North Camp District Centre Secondary Shopping Frontage • LN7 - Retail Impact Assessments 				
D1. Total amount of floorspace for town centre uses	<p>Approximately 17,200 sq m net comparison floorspace in Aldershot Town Centre.</p> <p>Approximately 17,100 sq m net comparison floorspace in Farnborough Town Centre (plus adjoining areas). (NLP 2015)</p>	Completions of net new comparison floorspace and other changes over a rolling 5-year period.	Delivery of new retail comparison floorspace within the town centres, in line with the capacity identified in the latest Retail Study.	<p>Landowners.</p> <p>Investors and developers.</p> <p>Hampshire County Council.</p> <p>Local community.</p>
D2. Percentage of vacant units within the town centres	28% in Aldershot Town Centre.	Annual percentage vacancy rate tracked against South	To reduce the vacancy rates of Aldershot and Farnborough town	

13 Monitoring

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
	15% in Farnborough Town Centre. (RBC monitoring, December 2016)	East average and other town centres.	centres relative to the South East regional average, and to reduce the gap between Aldershot and Farnborough and the best-performing town centres in the South East region.	

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
<p>Objective E: To support the continuation of business aviation flying and the biennial Airshow at Farnborough Airport.</p> <p>Key Delivery Policies:</p> <ul style="list-style-type: none"> • SS2 - Spatial Strategy • SP4 - Farnborough Airport • SP4.1 - Type of Flying • SP4.2 - Noise, and Flying at Weekends and Bank Holidays • SP4.3 - Hours of Operation • SP4.4 - Safety 				

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
E1. Annual total number of business aviation movements	24,248 between 1st January and 31st December 2016.	Up to maximum permitted level (50,000).	The number of flight movements is within the permitted limit (50,000).	TAG Farnborough Airport.
E2. Total number of weekend flight movements	6,476 between 1st January and 31st December 2016.	The number of weekend flight movements (G) to be within the permitted limit (8,900).	The number of weekend flight movements (G) to be within the permitted limit (8,900).	TAG Farnborough Airport.

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
Objective F: To ensure the appropriate protection of existing, and the provision of new, infrastructure, including green infrastructure and community facilities.				
Key Delivery Policies:				
<ul style="list-style-type: none"> • IN1 - Infrastructure and Community Facilities • IN2 - Transport • IN3 - Telecommunications • DE6 - Open Space, Sport and Recreation • DE7 – Playing Fields and Ancillary Facilities • DE8 - Indoor and Built Sport and Recreation Facilities • LN8 - Public Houses 				

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
F1. The number of projects that are identified in the Rushmoor Borough Transport Statement that are delivered	Rushmoor Borough Transport Statement.	Projects scheduled in the Rushmoor Infrastructure Plan over a 12-month period are delivered.	Transport infrastructure provided to support Local Plan development.	Hampshire County Council. Enterprise M3. Department for Transport.
F2. Improvements to green infrastructure	The Council is in the early stages of progressing a 'Green Infrastructure Study'. This will identify the key areas of green infrastructure in the Borough and set a baseline for future monitoring.	No net loss of green infrastructure.	n/a	Natural England. Ministry of Defence. Landowners. Developers.
F3. Amount of land (ha) implemented as SANG	Southwood Woodlands SANG. Hawley Meadows SANG. Rowhill Copse SANG.	A minimum of 8 ha per 1000 net new population delivered,	Sufficient SANG capacity to meet the housing trajectory.	Natural England. Ministry of Defence. Landowners. Developers.

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
		residential private amenity standards.	residential space standards.	

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
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Objective H: To improve quality of life for residents, addressing Borough-wide and neighbourhood deprivation issues, including targeted improvement work in pockets of deprivation.

Key Delivery Policies:

- LN5 - Neighbourhood Deprivation Strategy
- PC8 - Skills, Training and Employment

H1. Delivery of regeneration scheme in North Town	180 new residential units have been completed.	Annual housing monitoring.	Delivery of 697 new dwellings (net gain of approximately 226).	VIVID (formerly First Wessex)
H2. Number of Super Output Areas in the bottom 20% in the National Indices of Multiple Deprivation	<p><u>Rankings</u></p> <p>Aldershot Town: 2456</p> <p>Cherrywood: 6482</p> <p>North Town: 2456</p> <p>These rankings are based on the 2010 IMD assessment.</p>	All LSOAs improving in ranking as new data is released.	<p>Have no Super Output Areas in the bottom 20% in the National Indices of Multiple Deprivation.</p>	<p>Housing Association M3.</p> <p>Economic Recovery Group.</p> <p>Development.</p> <p>Rushmoor Employment and Skills Zone.</p>

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
	The 2015 IMD removed Aldershot North Town. It ranked the Aldershot Park SOA at 4452 and the Cherrywood SOA at 4691.			<p>Safer North Hampshire Partnership.</p> <p>Local Children's Partnership.</p> <p>Hampshire County Council.</p> <p>Health and Wellbeing Partnership.</p>

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
<p>Objective I: To conserve and enhance the Borough's built and natural environment, including heritage assets, areas of ecological value and the water environment.</p>				
<p>Key Delivery Policies:</p> <ul style="list-style-type: none"> ● SS1 - Presumption in Favour of Sustainable Development ● SP9 - Aldershot Military Town ● HE1 - Heritage ● HE2 - Demolition of an Heritage Asset 				

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
<ul style="list-style-type: none"> ● HE3 - Development within or adjoining a Conservation Area ● HE4 - Archaeology ● DE10 - Pollution ● DE11 - Development on Residential Gardens ● NE1 - Thames Basin Heaths Special Protection Area ● NE2 - Green Infrastructure ● NE3 - Trees and Landscaping ● NE4 - Biodiversity ● NE5 - Countryside 				
<p>I1. Quality and area of SPA</p>	<p>Area of 451 ha.</p>	<p>Monitoring take-up of SANG capacity. Monitoring SANG visitor numbers. Monitoring carried out as part of the Thames Basin Heaths Strategic Access Management and Monitoring Project.</p>	<p>SANG visitor numbers to remain within identified capacity (as set out in agreed management plans). SPA visitor monitoring to identify no significant change over that in 2005. Improvements in long-term average populations of Nightjar, Woodlark and Dartford Warbler.</p>	<p>Landowners and developers. Ministry of Defence. Hampshire County Council. Environment Agency. Natural England. Other Blackwater Valley authorities. Blackwater Valley Countryside Recreation Service.</p>

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
I2. Quality and area of SSSIs	<p>The are five SSSIs in the Borough, which consist of 10 units.</p> <p>Five units are currently classed as favourable.</p> <p>Five units are classed as unfavourable/recovering. (November 2013)</p>	<p>Area of SSSI.</p> <p>% of SSSIs in favourable condition.</p>	<p>To maintain area of SSSI, and to bring all SSSIs into favourable condition.</p>	<p>Heritage England.</p>
I3. Quality and area of SINCS	<p>There are currently 38 SINCS in the Borough that cover an area of 480 ha.</p> <p>13 of the SINCS are in positive management (HCC Ecology Group, March 2016).</p>	<p>Area of SINCS and the number of SINCS in positive management.</p>	<p>To maintain the area of SINCS in the Borough and to increase the proportion considered to be positively managed.</p>	
I4. Number and status of listed buildings	<p>94 listed buildings.</p> <p>Three listed buildings at risk.</p>	<p>Net gain/loss.</p> <p>Number of buildings at risk.</p>	<p>No loss.</p> <p>No buildings at risk.</p>	<p>Heritage England.</p>
I5. Percentage of household waste sent for reuse, recycling and composting	<p>25.9% (2015/16).</p>	<p>To have met statutory annual targets (not yet confirmed at national level).</p>	<p>To have met statutory targets (50% by 2020).</p>	<p>Hampshire County Council.</p>

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
16. Air quality monitoring on the SPA/SAC	As set out in the HRA, NOx deposition: Thames Basin Heaths SPA: 15.58 Kg N/ha/yr. Thursley, Ash, Pirbright and Chobham SAC: 16.38 Kg N/ha/yr.	Change in NOx deposition.	Within the critical threshold.	The Council will work with partners to consider the best way to monitor changes in air quality across the Borough and on European sites.

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
<p>Objective J: To reduce the Borough's contribution to the causes of climate change and to minimise the impacts of climate change on the Borough through a combination of mitigation and adaptation measures.</p> <p>Key Delivery Policies:</p> <ul style="list-style-type: none"> • DE10 - Pollution • NE6 - Managing Fluvial Flood Risk • NE7 - Areas at Risk of Surface Water Flooding • NE8 - Sustainable Drainage Systems • NE9 - Surface Water Flooding at Farnborough Airport 				

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
J1. Planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	0 (2015/16)	0 permissions granted contrary to EA advice (where EA consulted).	0 permissions granted contrary to EA advice (where EA consulted).	Environment Agency. Hampshire County Council (lead local flood authority). Thames Water.
J2. Number of developments completed with SuDS measures implemented	Not previously monitored.	100%	100%	Environment Agency. Hampshire County Council (lead local flood authority).
J3. Number of planning applications granted contrary to Thames Water's advice on pluvial flooding	0 (2015/16)	0	0	Thames Water.
J4. Proportion of new major, non-residential developments reaching or exceeding BREEAM 'very good' standard	Not monitored in 2015/16.	100% of buildings to be constructed to prescribed building standards.	All new major, non-residential developments to be constructed to at least BREEAM 'very good' standard (or equivalent).	Developers.

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
J5. Proportion of new homes meeting the Building Regulations optional requirement of 110 litres/person/day	New requirement, not previously monitored.	100% of new dwellings.	100% of new dwellings.	Developers.

Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
<p>Objective K: To encourage sustainable solutions to movement in and out, and around, the Borough.</p> <p>Key Delivery Policies:</p> <ul style="list-style-type: none"> SS2 – Spatial Strategy SP1 – Aldershot Town Centre SP2 - Farnborough Town Centre SP3 - North Camp District Centre SP5 - Wellesley SP9 - Aldershot Military Town IN2 - Transport 				
K1. Congestion - average extra journey time during the morning peak - A325 Farnborough Road	0.9% reduction compared to the previous year (2014/15).	Annual reduction.	n/a	Hampshire County Council.
K2. Percentage of qualifying developments	100%	100%	100%	Hampshire County Council.

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Indicators	Base Figure (as at April 2016 unless otherwise stated)	Annual Monitoring Target/Process	Target by 2032	Delivery Partners
supported by a Travel Plan				
K3. Increase in patronage on Bus Route 1 (Goldline) bus service	New buses in 2016.	Evidence of improvements.	n/a	Stagecoach.

13 Monitoring

Risks to Delivering the Local Plan

13.2 The Council has identified the following risks to delivering the Local Plan. These are:

Risk	Contingency
An economic slowdown or recession reducing the amount of development in the Borough.	As set out below, there is a significant amount of housing development under construction, and it is considered that this is not a significant risk in the short to medium term. The Viability Study has tested a range of economic conditions to ensure that the Plan does not make development unviable, and this is reflected in the policy framework set by the Plan. Any significant change to the economic context that might affect delivery of the Plan may warrant an early review of specific policies or the Plan as a whole.
Housing not being delivered as expected.	In view of the existing level of commitments, including the commencement of Wellesley, other sites under construction and the level of deliverable sites identified through the SHELAA, the Council does not consider that any significant contingencies need to be put in place for housing delivery in the medium term. Moreover, the calculations which inform Policy SS2 (Spatial Strategy) build in some additional flexibility to allow for circumstances whereby some SHELAA sites do not materialise as expected. The main constraint which requires continued efforts to maintain the delivery of net new residential development is the availability of appropriate mitigation for the Thames Basin Heaths Special Protection Area, as discussed further below.
Insufficient opportunities to provide avoidance and mitigation for the Thames Basin Heaths Special Protection Area.	The Council is working closely with Natural England, adjoining local authorities and the EM3 LEP to pursue possible options for providing mitigation for the potential recreational impact arising from net new development on the Special Protection Area. However, the provision of new housing may be delayed or reduced if such sites are not available or their implementation takes longer than anticipated.
The lack of investment in relevant infrastructure.	The preparation of an Infrastructure Plan and the putting in place of mechanisms by which this will be implemented and monitored will help to ensure that appropriate investment takes place.
Uncertainty about future public funding.	The Council will make the most efficient use of resources by prioritising projects and, where possible, using joint working.

14 Glossary

Abbreviation	Term	Explanation
-	A-Class Uses	Defined in the Town and Country Planning (Use Classes) Order 1987 (as amended): A1: Shops A2: Financial and Professional Services A3: Restaurants and Cafes A4: Drinking Establishments A5: Hot-Food Takeaways
-	Accessibility	A measure of the ease with which somebody can travel to or from a particular destination.
-	Active Frontage	Brings interest, life and vitality to the public realm. Active frontages should have doors and unobstructed-glass shop frontage which allows active visual engagement between inside and outside the building (i.e. internal uses and activity are visible from the outside).
-	Affordable Housing	Defined as social rented, affordable rented and intermediate housing which is provided to eligible households whose needs are not met by the market.
-	Affordable Rented Housing	Let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
-	Ageing Population	Occurs when the median age of a region rises and when the proportion of the population that is elderly rises. This happens because of rising life expectancy and/or declining birth rates and migration patterns (e.g. out-migration of younger people and families and in-migration of elderly people to the area).
AAIB	Air Accidents Investigation Branch	Located alongside the Rail Accidents Investigation Branch (RAIB) in Farnborough. The AAIB is the independent aircraft-accident investigation organisation for the UK.

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Abbreviation	Term	Explanation
APPB	Airport Planning Policy Boundary	The boundary of the Airport, as defined on the Policies Map, for the purpose of applying Policy SP4 and the accompanying suite of policies relating to Farnborough Airport.
AQMA	Air Quality Management Area	A designated area where air quality objectives are not being met or are likely to be at risk of not being met, and where people are likely to be regularly present.
ATM	Air Traffic Movement	A take-off or landing by an aircraft, also frequently referred to as a 'flight movement'.
-	Allocated Site	A site identified in the Local Plan as being appropriate for a specific land use or land uses in advance of any planning permission.
-	Allotment	An area of land, leased either from a private or local authority landlord, for the use of growing fruit and vegetables. In some cases, this land will also be used for the growing of ornamental plants.
-	Amenity	The pleasant or normally satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents or visitors. Amenity is often a material consideration in planning decisions.
AMR	Authority Monitoring Report	An annual report published on the Council's website on the progress of preparing the Local Plan and the effectiveness of policies and proposals.
APF	Aviation Policy Framework	Sets out the Government's policy to allow the aviation sector to continue to make a significant contribution to economic growth across the country. The document provides the baseline for the Airport's Commission to take into account on important issues, such as aircraft noise and climate change.
-	B-Class Uses	Defined in the Town and Country Planning (Use Classes) Order 1987 (as amended): B1: Business - 1. Office other than in a use within Class A2 2. Research and development (e.g. laboratories, studios etc.) 3. Light industry

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Abbreviation	Term	Explanation
		<p>B2: General Industrial - the carrying on of an industrial process other than one falling within Class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste)</p> <p>B8: Storage or Distribution - storage or a distribution centre (including open air storage).</p>
-	Biodiversity	The existence of a wide variety of plant and animal species.
-	Building Regulations	Ensures that the policies set out in legislation regarding building standards are carried out. Building Regulations approval is required for most building work in the UK.
-	Business Aviation	Flying activities and operations that are dedicated to the needs of companies, individuals and organisations which require a premium-priced service for a high-degree of mobility, a high standard of service and flexibility, and privacy in aviation service as an aid to the conduct of their business. To be clear, business aviation excludes such activity in connection with the Farnborough Airshow, bulk freight services and 'inclusive tour' charter flying. It also excludes training and recreational flying (other than recreational flying by the DERA flying club or essential familiarisation, training and flying checks by aviation crew).
-	Brownfield Sites	See previously developed land.
-	Chapter	An International Civil Aviation Organisation (ICAO) noise certification standard for aircraft.
-	Circular	Issued by central government to explain policy and regulation more fully. They can include a direction or requirement to take specific action and often include guidance on the implementation of aspects of planning policy.
CHP	Combined Heat and Power	The simultaneous generation of usable heat and power (usually electricity) in a single process, thereby reducing wasted heat.

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Abbreviation	Term	Explanation
-	Community Facility	Includes, but is not limited to, facilities such as community centres and other community meeting places, healthcare facilities, education facilities, childcare facilities, the voluntary sector, public service providers, places of worship and cultural facilities including theatres and arts centres.
CIL	Community Infrastructure Levy	A levy that local authorities can choose to charge on new developments in their area. The charges are based on formulae relating to the size and type of the new development, and money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.
-	Community Right to Build	Forms part of the Localism Act and gives groups of local people the power to deliver the development that their local community wants.
-	Comparison Shopping	The retailing of items not obtained on a frequent basis, including clothing, footwear, and household and recreational goods.
-	Conservation Areas	An area designated as being of special architectural or historic interest. Within a conservation area, there are strengthened controls over demolition, minor development and the protection of trees. Local planning authorities have a duty to preserve and enhance conservation areas.
-	Convenience Shopping	The retailing of everyday essential items, including food, drinks, newspapers and confectionery.
-	Core Strategy	Sets out a long-term vision and strategic policies on proposals for the Borough. The Rushmoor Core Strategy was adopted by the Council in 2011 but will be replaced by this Local Plan, once adopted.
-	Corporate Plan	Sets out the direction for the Council for the year, including an overview of priorities and key actions. It is updated annually to reflect any changes to community needs and to policies or services.
-	Cultural Facilities	Includes theatres, museums, galleries and cinemas.
-	Custom Build	Refers to projects where an individual or an association of individuals works with a specialist developer to deliver a new home.

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Abbreviation	Term	Explanation
-	Decentralised Energy	Where energy is generated close to where it is needed, away from the National Grid. It covers a range of renewable and low-carbon technologies.
-	Density	Housing density is represented by the number of dwellings per hectare (dph). Net dwelling density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping, and children's play areas, where these are provided.
-	Development Plan	A documents which sets out local planning authority policies and proposals for the development and use of land within their areas. In the Borough of Rushmoor, the Development Plan comprises the Core Strategy (October 2011), the saved policies in the Rushmoor Local Plan Review, the Proposals (now known as Policies) Map, the Hampshire Minerals and Waste Plan (October 2013) and saved Policy NRM6 of the South East Plan.
DPDs	Development Plan Documents	Parts of the Local Development Framework (now the Local Plan) which are subject to individual testing and have the weight assigned to Development Plan status.
-	District Centre	Located in North Camp, South Farnborough, and provides a range of small shops and services for local needs, together with specialist shops and restaurants.
-	Duty to Co-operate	A legal duty on local planning authorities to engage constructively, actively and on an ongoing basis to maximise the effectiveness of local plan preparation in the context of strategic cross-boundary matters.
-	Economic Development	Includes, as defined by national guidance, development within the B-use classes (e.g. office, industrial, storage or distribution), public and community uses, and main town centre uses. It also includes other development which achieves at least one of the following objectives: <ul style="list-style-type: none"> • Provides employment opportunities; • Generates wealth; or • Produces or generates an economic output or product.

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Abbreviation	Term	Explanation
-	Edge of Centre	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
ELR	Employment Land Review	A technical study that identifies employment land to meet the needs of the Hart, Rushmoor and Surrey Heath Function Economic Area (FEA) over the Local Plan period.
-	Evidence Base	Information gathered by a local planning authority to support a local plan and other development plan documents.
-	Extra Care Housing	For people whose disabilities, frailty or health needs make ordinary housing unsuitable but who do not need or want to move to long-term care (residential or nursing homes). It is used to describe a range of developments that comprise self-contained homes which have been designed, built or adapted to facilitate the care and support needs that its owners/tenants may have now or in the future, with access to care and support 24 hours a day, either on site or by call. It is also known as 'assisted living.
FIVE	Farnborough International Venue and Events	An events venue located on land bordering the Airport.
-	Flight Movement	A take-off or a landing, so each flight is two movements.
FEA	Functional Economic Area	Local authorities need to be aware of the functional economic area within which they are located to understand their role in economic development terms within this wider geographic area. Whilst there is no formal definition of FEAs and no definitive map of the geography of FEAs, the economic linkages and flows between different places inevitably vary depending on the issue or factor being analysed.

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Abbreviation	Term	Explanation
GI	Green Infrastructure	A network of green spaces and other environmental features which provides a multi-functional resource for the benefit of the environment and quality of life for communities. GI can include parks, open spaces, playing fields, woodlands, allotments and private gardens.
-	Gypsies and Travellers	Persons of nomadic habit of life, whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such.
GTAA	Gypsy and Traveller Accommodation Assessment	An independent assessment of the need for Gypsy, Traveller and Travelling Showpeople accommodation.
-	Habitat	A place where an organism or a community of organisms live, including all living and non-living factors and conditions of the surrounding environment.
HRA	Habitats Regulation Assessment	Also known as an 'Appropriate Assessment'. Used to assess the impacts of proposals and land-use plans against the conservation objectives of a European protected site and to ascertain whether it would adversely affect the integrity of that site.
HCC	Hampshire County Council	The County Council administrative area within which Rushmoor Borough falls. Hampshire County Council is the local highway authority for the area and is responsible for a number of other services, including Education and Social Services.
-	Heritage Assets	Parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest. They include designated heritage assets (such as listed buildings and conservation areas) and assets identified by the local planning authority during the process of decision-making or through the plan-making process.
-	Highway Authority (Local)	Hampshire County Council (HCC), as local highway authority, is charged with looking after the local road network on behalf of the public. This means both maintaining its condition and protecting the right of all to use it without hindrance.

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Abbreviation	Term	Explanation
-	Highway Authority (Strategic)	Highways England is the highway authority responsible for trunk roads and motorways (the strategic road network).
-	Housing Association	Independent bodies that often work closely with councils to provide low-cost housing for local people in need. They are usually run on a 'not-for-profit' basis, which means that any money left over after collecting rent and other charges is used to repair, buy or build new properties.
HMA	Housing Market Area	The general area within which people most often move house. These typically cover the administrative areas of multiple councils.
-	Housing Mix	A mix of homes of different types and sizes to support the requirements of a range of household sizes, ages and incomes.
-	Housing Strategy	A document prepared by a local authority which sets out what it needs in terms of housing. It establishes priorities for action consistent with wider regional and national issues.
-	Inclusive Tour Charter Flying	Flights chartered as part of holiday packages offered by tour operators, where the seats are offered for resale to the public at a price per seat which includes transportation, lodging and activities at the destination.
-	Individual Risk	The probability of a fatality for a hypothetical individual exposed to the hazard in question, typically expressed as the probability of a fatality per year of exposure.
-	Indoor Sports Facilities	Includes swimming pools, indoor sports halls and leisure centres, indoor bowls centres and indoor tennis courts.
-	Infrastructure	The set of services and facilities necessary for a development to function. Infrastructure includes transport, education, leisure and health facilities, as well as open space and utilities, such as water and sewerage.
-	Infrastructure Plan	Forms part of the evidence base for the Local Plan. It assesses the infrastructure capacity and needs of the Borough and provides an overview of the way that infrastructure is planned and the agencies involved in its delivery.

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Abbreviation	Term	Explanation
INM	Integrated Noise Model	A computer model that evaluates aircraft noise impacts in the vicinity of airports.
-	Intermediate Housing	Homes for sale and rent provided at a cost above social rent but below market levels. They can include shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not affordable rented housing.
ICAO	International Civil Aviation Organisation	A UN specialised agency established in 1944 to manage the administration and governance of the Convention on International Civil Aviation (Chicago Convention).
KES	Key Employment Site	As designated in the Rushmoor Core Strategy.
$L_{Aeq,16h}$	Level of Equivalent Continuous Sound (A-Weighted) (between 0700-2300 Hours)	The level of notional steady sound which, at a location and over a defined period of time, would have the same A-weighted acoustic energy as the fluctuating noise. 57dB $L_{Aeq,16h}$ is defined as marking the approximate onset of significant community annoyance.
-	Listed Building	A building of special historic or architectural interest included at Grades I, II* or II in a statutory list compiled or approved by the Secretary of State for Culture, Media and Sport. A listed building may not be demolished, extended or altered, internally or externally, in any way which would affect its character or appearance as a building of special architectural or historic interest without the prior consent of the local planning authority.
LDDs	Local Development Documents	Documents which set out the Council's policies and guidance related to the development and use of land.
LDS	Local Development Scheme	Provides a 'project plan' identifying which development plan documents will be produced, in what order and when. It is a three-year rolling programme that will be reviewed annually through the Authority Monitoring Report (AMR).
LEP	Local Enterprise Partnership	Locally owned partnerships between local authorities and businesses which play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. The Enterprise M3 LEP covers North Hampshire and West Surrey, and includes Rushmoor.

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Abbreviation	Term	Explanation
-	Locally Important Employment Site	A site that is not considered to fulfil the function of a Strategic Employment Site but which is recognised for the important role it plays in servicing the local economy. Such sites are generally smaller employment sites that provide locations to support local businesses or valuable 'bad neighbour' activities.
-	Local Neighbourhood Centre	A small-scale centre to be provided at Wellesley to include a mix of community, employment, and small-scale retail and service uses to provide for the needs of the local community.
-	Local Plan Examination	The Local Plan will be submitted to the Planning Inspectorate, who will appoint a Planning Inspector to examine the Local Plan. The Planning Inspector will conduct the examination to determine whether the Plan is sound and complies with all the legal requirements.
LTP	Local Transport Plan	A statutory document prepared by Hampshire County Council to set out key transport issues across the County and to establish a series of objectives to address them, including a programme for achieving them. The document is submitted to the Department for Transport and can be used to secure funds to deliver local projects.
-	Low-Carbon Energy	This is energy that makes more efficient use of fossil fuels. An example of this would be a gas-powered combined heat and power unit. As well as using the energy generated, it also harnesses the heat to achieve an overall reduction in energy usage.
-	Market Housing	Private housing for rent or for sale where the price is set in the open market.
MTOW	Maximum Take-Off Weight	The maximum take-off weight limit for aircraft operating from the Airport.
-	Mixed Use	A site that is developed for more than one use (e.g. retail, residential, business, leisure etc.).
NATS	National Air Traffic Services	The main air navigation service provider in the UK.
NO ₂	Nitrogen Dioxide	One of a group of gases called nitrogen oxides and associated with adverse effects

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Abbreviation	Term	Explanation
		on human health. All combustion processes in air produce oxides of nitrogen (NO _x).
-	Noise Budget	An overall limit for the amount of aircraft noise that can be made during the calendar (monitoring) year.
-	Noise Contour	An area subject to particular levels of noise from aircraft flying into and out of an airport.
NPPF	National Planning Policy Framework	Sets out the Government's planning policies for England and how these are expected to be applied at the local level.
NPPG	National Planning Practice Guidance	Guidance provided by the Government to support policies in the National Planning Policy Framework.
CCG	North East Hampshire Clinical Commissioning Group (CCG)	Clinically led groups that include all of the GP groups in their geographical area. CCGs are overseen by NHS England. The North East Hampshire CCG covers Rushmoor Borough.
-	Open Space	Land that is not built on and which has some amenity value or potential for amenity value. Amenity value is derived from the visual, recreational or other enjoyment which the open space can provide, such as historic and cultural interest and value. This includes open spaces in public or private ownership.
-	Operational Boundary	The operational boundary of the Airport as defined by TAG, the Airport operator, for the purposes of facilitating operations at the Airport.
-	Outdoor Sports	Includes tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas.
-	Planning Obligation	Provides a means through Section 106 agreements to enable development proposals to meet the needs of the local community by securing developer contributions towards the provision of community infrastructure, affordable housing and services.
PPTS	Planning Policy for Traveller Sites	National planning policy for traveller sites which should be read in conjunction with the National Planning Policy Framework.

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Abbreviation	Term	Explanation
-	Policies Map	A map of the Borough showing the Local Plan's proposals and where policies apply.
-	Pollution	The introduction of contaminants into the environment that cause adverse change. Pollution can take the form of chemical substances or energy, such as noise, heat or light.
PDL	Previously Developed Land	<p>As defined by national planning policy, previously developed land is land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. The definition includes defence buildings, but excludes:</p> <ul style="list-style-type: none"> • Land that is or has been occupied by agricultural or forestry buildings; • Land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development management procedures; • Land in built-up areas such as parks, private residential gardens, recreation grounds and allotments; and • Land that was previously developed, but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings). <p>There is no presumption that land that is previously developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed.</p>
-	Primary Shopping Frontage	Area where retail development is concentrated. The extent of the primary shopping frontages are defined on the Policies Map.
PSZ	Public Safety Zone	Areas of land at the ends of airport runways in which development is restricted.
-	Quota Count	A rating given to aircraft based on the noise that they make during take-off and landing.

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Abbreviation	Term	Explanation
RAIB	Rail Accidents Investigation Branch	The southern office of the Rail Accidents Investigation Branch is located alongside the Air Accidents Investigation Branch (AAIB) in Farnborough. The RAIB the independent railway accident investigation organisation for the UK.
-	Registered Providers	Government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and co-operatives. They work with local authorities to provide homes for people who meet the affordable homes criteria. As well as developing land and building homes, they undertake a landlord function by maintaining properties and collecting rent.
-	Regulated Emissions (from Dwellings)	Emissions from a dwelling that are reported for Building Regulations approval. They include the emissions from space heating, ventilation, cooling and lighting, but exclude appliance use, as this depends upon the choice of the property user.
-	Renewable Energy	Energy from natural resources that can be naturally replenished, such as sunlight, wind or rain. Examples of renewable energy technologies include wind turbines and photovoltaics.
-	Retail Impact Assessment	An assessment of the impact of a proposal for retail development on town centre vitality and viability and on existing, committed and planned public and private investment in a centre.
-	Retail, Leisure and Town Centres Study	This study comprises two parts. Part 1 assesses the shopping patterns and future need for retail and other town centre uses within Rushmoor and Hart. Part 2 provides an audit and review of centres within Rushmoor, including health checks, a review of town centre and shopping frontage boundaries, and appraisal of development sites.
-	Risk Contour	The area exposed to a particular area of risk from aircraft flying into and out of an airport.
-	Rushmoor Borough Transport Statement	A document produced by Hampshire County Council to set out the transport objectives and delivery priorities for the Borough. The Rushmoor Borough Transport Statement builds upon existing transport-related

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Abbreviation	Term	Explanation
		documents covering the Borough, notably the Local Transport Plan, and the Aldershot and Farnborough Town Access Plans.
-	Rushmoor Local Plan Review	Adopted in 2000. The saved policies therein form part of the Development Plan for Rushmoor Borough and will be superseded on adoption of the new Local Plan.
RSP	Rushmoor Strategic Partnership	Brings together various interest groups involved in the production and implementation of the Sustainable Community Strategy.
-	Secondary Shopping Frontage	Includes some retail uses as well as a greater diversity of other uses, such as restaurants, cinemas and businesses. The extent of the secondary shopping frontages is defined on the Policies Map.
-	Section 106 Agreement	A legal agreement, under Section 106 of the Town and Country Planning Act 1990, between a local authority and a landowner to regulate the development or use of land in a way that cannot effectively be controlled by planning conditions. This may be used to secure benefits or financial contributions, such as for the provision of community facilities, play space or transport-related improvements.
-	Self Build	Refers to projects where an individual or an association of individuals directly organises the design and construction of a new home.
-	Sequential Approach	A systematic approach which aims to focus new economic growth and the development of main town centre uses within existing centres in the interests of vitality and viability. This is defined in greater detail in national guidance.
-	Sequential Test	A test based on flood risk which should be applied at all stages of planning in order to steer new development to areas at the lowest probability of flooding.
-	Site Allocation	Allocation of sites for specific or mixed uses of development to be contained within development plan documents. The policies will identify any specific requirements for individual proposals.
SINC	Site of Importance for Nature Conservation	A non-statutory wildlife site designated for their habitat and/or species interests against a set of criteria

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Abbreviation	Term	Explanation
		developed by Hampshire County Council, Natural England and the Hampshire and Isle of Wight Wildlife Trust. SINCs are put forward for selection and review by the Hampshire Biodiversity Information Centre on behalf of Rushmoor Borough Council.
SSSI	Site of Special Scientific Interest	A sites of national importance for nature conservation, identified and protected by Natural England.
SME	Small and Medium-Sized Enterprise	A small business, which has no single definition. It can be based on the number of employees, turnover, balance sheet information or audit threshold. Some definitions are based on a maximum of 250 employees.
-	Social Rented Housing	Owned by local authorities and private registered providers, as defined in Section 80 of the Housing and Regeneration Act 2008, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency (HCA).
-	Specialist and Supported Accommodation	Housing specifically designed to meet the identified needs of older people and people with support needs. Also see Extra Care Housing.
SPA	Special Protection Area	<p>A European designated site which has been identified as being of international importance for the breeding, feeding, wintering or migration of rare and vulnerable species of birds.</p> <p>The Thames Basin Heaths SPA includes areas of heathland across Surrey, Hampshire and Berkshire. All of Rushmoor Borough lies within the 5 km buffer zone.</p>
SCI	Statement of Community Involvement	Sets out standards to be achieved by the local planning authority in relation to involving the community in the preparation, alteration and continuing review of the Development Plan, and in developing the SCI control decisions. It is subject to independent examination. In respect of documents prepared under the Development Plan, the local planning authority is required to produce a statement showing how it complies with the SCI.

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Abbreviation	Term	Explanation
-	Strategic Employment Site	Sites that are considered to fulfil a strategic function within the Functional Economic Area (FEA) and which have greatest alignment to the Enterprise M3 priority sectors.
SFRA	Strategic Flood Risk Assessment	Used to ensure that, in allocating land or determining applications, development is located in areas at lowest risk of flooding. The Council has completed a SFRA in conjunction with the Environment Agency and Hampshire County Council which provides information on the probability of flooding, such as that from groundwater sources and sewers.
SHELAA	Strategic Housing and Economic Land Availability Assessment	<p>The primary purpose of the SHELAA is to:</p> <ul style="list-style-type: none"> • Identify sites with the potential for housing and economic development; • Assess how many homes they could provide; and • Assess when they could be developed. <p>The SHELAA is an important evidence source to inform plan-making but does not determine whether a site should be allocated for housing or economic development.</p>
SHMA	Strategic Housing Market Assessment	<p>A Strategic Housing Market Assessment is a requirement of the NPPF and should:</p> <ul style="list-style-type: none"> • Estimate housing need and demand in terms of affordable and market housing; • Determine how the distribution of need and demand varies across the Hart, Rushmoor and Surrey Heath Housing Market Area; and • Consider future demographic trends and identify the accommodation requirements of specific groups.
SRN	Strategic Road Network	The road network of trunk roads and motorways managed by Highways England.
SANG	Suitable Alternative Natural Green Space	A specifically identified green space provided in areas where development could bring increased visitor pressure on Special Protection Areas (SPAs). SANGs are a central element of the Council's Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA. They aim to reduce pressure on the SPA by providing attractive green spaces that people can use for recreation instead of the SPA.

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Abbreviation	Term	Explanation
SPDs	Supplementary Planning Documents	A type of local development document that provides guidance on the implementation of planning policies and proposals. SPDs hold less weight than development plan documents.
SA	Sustainability Appraisal	A tool for appraising policies to ensure that they reflect sustainable development objectives (i.e. economic, social and environmental factors). It incorporates sustainable environmental assessment (SEA). Under the Planning and Compulsory Purchase Act 2004, sustainability appraisal is required to be carried out on all development plan documents.
SCS	Sustainable Community Strategy	Under the Local Government Act 2000, the local authority must prepare a sustainable community strategy. There should be a clear relationship between the policies in local development documents and the community strategy.
-	Sustainable Development	<p>There is no definitive or legal definition of sustainable development.</p> <p>The Brundtland Commission (1987), formerly the World Commission on Environment and Development, defines sustainable development as '<i>development that meets the needs of the present without compromising the ability of future generations to meet their own needs</i>'.</p> <p>The ministerial foreword of the NPPF defines sustainable as '<i>ensuring that better lives for ourselves don't mean worse lives for future generations</i>'.</p>
SuDS	Sustainable Drainage Systems	<p>Covers a range of drainage elements for managing surface water in a way which is more sympathetic to the natural and human environment than conventional below-ground drainage systems. This can include:</p> <ul style="list-style-type: none"> • Source control measures, including rainwater recycling and drainage; • Infiltration devices to allow water to soak into the ground, which can include individual soakaways and communal facilities;

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Abbreviation	Term	Explanation
		<ul style="list-style-type: none"> Filter strips and swales, which are vegetated features that hold and drain water downhill, mimicking natural drainage patterns; Filter drains and porous pavements to allow rainwater and run-off to infiltrate into permeable material below ground and provide storage if needed; and Basins and ponds to hold excess water after rain and allow controlled discharge that avoids flooding.
-	Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low- and ultra-low emission vehicles, car sharing and public transport.
TAG	-	An acronym of Techniques d'Avant Garde. TAG Farnborough Airport Ltd became the freehold owner of Airport in 2007 and is a subsidiary of TAG Aviation.
-	Tandem Development	The introduction of a new dwelling or dwellings behind an existing dwelling or dwellings that front a road (generally with an access to serve the new development situated between the frontage dwellings).
-	Telecommunications	All forms of communication by electrical or optical wire and cable and radio signals (whether terrestrial or from satellite), both public and private. Telecommunications equipment includes radio-based and digital technology equipment, such as mobile phone masts, radio antennae and associated equipment.
-	Tenure	Housing tenure describes the status under which people occupy their accommodation.
TBH SPA	Thames Basin Heaths Special Protection Area	A European nature conservation designation for the protection of three ground-nesting birds.
-	Third Party	People in the vicinity of an airport whose presence is not associated with the activities of the airport.
TAP	Town Access Plan	The town access plans for Aldershot and Farnborough were developed by Hampshire County Council and Rushmoor Borough Council. The documents identify the measures/schemes within an action plan to improve access to facilities and services within the town centres.

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Abbreviation	Term	Explanation
-	Town Centre	A principal centre that provides major retail, service, leisure, entertainment, cultural and other town centre uses, together with employment and housing. In Rushmoor the two town centres are Aldershot and Farnborough.
TA	Transport Assessment	A study of the patterns of movement around the Borough by all modes of transport. The study tests the impacts of Local Plan development on the transport infrastructure in the Borough, including a defined highway network. It forms part of the evidence base for the Local Plan.
-	Travellers	For the purpose of planning policy, travellers means Gypsies and Travellers and Travelling Showpeople.
-	Travelling Showpeople	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.
-	Travel Plans	A range of measures aimed at promoting sustainable travel within an organisation or at a specific location, with the emphasis upon reducing dependency on single occupancy car journeys.
-	Viability Assessment	A financial appraisal of the profit or loss arising from a proposed development, taking into account the estimated value of a scheme when completed and the building cost and other development costs incurred in delivering a scheme.
-	Vitality	An overall measure of the health of a town centre.
-	Water Compatible and Essential Infrastructure	<p>Flood control infrastructure.</p> <p>Water transmission infrastructure and pumping stations.</p> <p>Sewage transmission infrastructure and pumping stations.</p> <p>Sand and gravel working.</p> <p>Docks, marinas and wharves.</p> <p>Navigation facilities.</p>

14 Glossary

Abbreviation	Term	Explanation
		<p>Ministry of Defence defence installations.</p> <p>Ship building, repairing and dismantling, dockside fish processing and refrigeration, and compatible activities requiring a waterside location.</p> <p>Water-based recreation (excluding sleeping accommodation).</p> <p>Lifeguard and coastguard stations.</p> <p>Amenity open space, nature conservation and biodiversity, outdoor sports and recreation, and essential facilities, such as changing rooms.</p> <p>Essential ancillary sleeping or residential accommodation for staff required by uses in this category, subject to a specific warning and evacuation plan.</p> <p>Essential transport infrastructure (including mass evacuation routes) which has to cross the area at risk.</p> <p>Essential utility infrastructure which has to be located in a flood risk area for operational reasons, including electricity generating power stations and grid and primary substations, and water treatment works that need to remain operational in times of flood.</p> <p>Wind turbines.</p>
-	Windfall Development/Sites	Sites not identified in the Local Plan for any particular use which become available for development during the Local Plan period. Normally consists of infill sites, disused land or sites currently in another use which become available.

Housing Trajectory 15

15 Housing Trajectory

15.1 To be updated prior to publication

16 Replacement of Saved Local Plan and Core Strategy Policies

16 Replacement of Saved Local Plan and Core Strategy Policies

Replacement of Saved Local Plan and Core Strategy Policies

Table 1: Replacement of Saved Local Plan Policies

Saved Local Plan Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
Open Land and Countryside			
ENV 2	Tourist and recreational development in the countryside	NE5	Countryside
ENV 4	Important Open Areas	NE2	Green Infrastructure
ENV 5	Green Corridors	NE2	Green Infrastructure
ENV 13	Trees	NE2 NE3	Green Infrastructure Trees and Landscaping
Water Environment			
ENV 14	Water Environment	NE4	Biodiversity
ENV 15	Basingstoke Canal	HE3	Development within or adjoining a Conservation Area
Built Environment			
ENV 16	Major sites	DE1	Design in the Built Environment
ENV 17	Smaller sites	DE1	Design in the Built Environment
ENV 19	Comprehensive landscape plans	NE2 NE3	Green Infrastructure Trees and Landscaping
ENV 19.1	Broad leaved native trees	NE2 NE3	Green Infrastructure Trees and Landscaping
ENV 19.2	Supplement existing planting	NE2	Green Infrastructure

Replacement of Saved Local Plan and Core Strategy Policies 16

Saved Local Plan Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
		NE3	Trees and Landscaping
ENV 19.3	Enhance habitats for urban wildlife	NE4	Biodiversity
ENV 19.4	Long-term maintenance	NE2 NE3	Green Infrastructure Trees and Landscaping
ENV 20	Landscape for small sites	NE2 NE3	Green Infrastructure Trees and Landscaping
ENV 21	Adequate access and facilities	Delete – Part M of the Building Regulations cover this issue.	n/a
ENV 22	External areas	Delete – issue is addressed by legislation outside of local plans.	n/a
ENV 23	Works to listed buildings	HE1 HE2 HE3	Heritage Demolition of a Heritage Asset Development within or adjoining a Conservation Area
ENV 24	Demolition	HE2	Demolition of a Heritage Asset
ENV 25	Demolition conditions	HE2	Demolition of a Heritage Asset
ENV 26	Adjoining development	HE1 HE3	Heritage Development within or adjoining a Conservation Area

16 Replacement of Saved Local Plan and Core Strategy Policies

Saved Local Plan Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
ENV 27	Relaxing control	HE1	Heritage
ENV 28	Buildings and features of local importance	HE1	Heritage
ENV 29	Ancient monuments	HE1	Heritage
ENV 30	Archaeology	HE4	Archaeology
ENV 31	Recording of remains	HE4	Archaeology
ENV 32	Designate conservation areas	HE3	Development within or adjoining a Conservation Area
ENV 33	Demolition in conservation areas	HE3	Development within or adjoining a Conservation Area
ENV 34	Preserve or enhance character	HE1 HE3	Heritage Development within or adjoining a Conservation Area
ENV 35	Adjoining development	HE3	Development within or adjoining a Conservation Area
ENV 36	Materials	HE3	Development within or adjoining a Conservation Area
ENV 37	Important views	HE3	Development within or adjoining a Conservation Area
ENV 38	Consent for signs or adverts	DE9	Advertisements
ENV 39	Adverts in conservation areas	DE9	Advertisements
ENV 40	Illuminated signs in conservation areas	DE9	Advertisements
ENV 41	Areas at risk of flooding	NE7	Areas at Risk of Surface Water Flooding

Replacement of Saved Local Plan and Core Strategy Policies 16

Saved Local Plan Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
ENV 42	Flood protection measures	NE8	Sustainable Drainage Systems
ENV 43	Flood risk outside the flood plain	NE6	Managing Fluvial Flood Risk
ENV 44	Technical investigations	Delete – the evidence base supporting flood risk information is more robust and can be ascertained from the SFRA and EA.	n/a
ENV 45	Community facilities in built-up area	IN1	Infrastructure and Community Facilities
ENV 47	Telecommunication equipment	IN3	Telecommunications
ENV 48	Damage to the environment – noise, smoke, gasses etc.	DE10	Pollution
ENV 49	Development on contaminated land	DE10	Pollution
ENV 50	Amenities of local residents while sites are developed	DE10	Pollution
ENV 51	Development of sites affected by air pollution/noise	DE10	Pollution
ENV 52	Light pollution	DE10	Pollution
Open Space and Recreation			
OR 4	Public open space required for new residential development	DE6 DE7	Open Space, Sport and Recreation Playing Fields and Ancillary Facilities
OR 4.1	Financial contributions	DE6	Open Space, Sport and Recreation
OR 5	Loss of allotments	DE6	Open Space, Sport and Recreation

16 Replacement of Saved Local Plan and Core Strategy Policies

Saved Local Plan Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
OR 6	Noisy sports	DE10	Pollution
OR 7	Indoor recreation, arts and entertainment facilities	DE8 SP1 SP2	Indoor and Built Sport and Recreation Facilities Aldershot Town Centre Farnborough Town Centre
OR 8	Informal recreation at Southwood	Delete – policy requirements have been met.	n/a
Tourism			
T1	Supporting tourism development	SS2 NE5	Spatial Strategy Countryside
T2	Supporting camping and touring sites	SS2 NE5	Spatial Strategy Countryside
T3	Supporting tourist facilities in the built-up area	SS2 SP1 SP2 IN2 HE1	Spatial Strategy Aldershot Town Centre Farnborough Town Centre Transport Heritage
T4	Supporting tourist facilities outside the built-up area	SS2 HE1	Spatial Strategy Heritage
T5	Land at Rushmoor Arena	NE5	Countryside
Transportation and Land Use			

Replacement of Saved Local Plan and Core Strategy Policies 16

Saved Local Plan Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
TR 10	Contributions to fund works to the local transport infrastructure	IN1 IN2	Infrastructure and Community Facilities Transport
TR 11	Land safeguarded for improvement schemes	IN1 IN2	Infrastructure and Community Facilities Transport
TR 12	Rear access and servicing facilities	IN1 IN2	Infrastructure and Community Facilities Transport
Housing			
H 2	Allocations for new housing	SP1.4-1.8 SP2.3 SP6 SP7	Aldershot Town Centre Allocations Civic Quarter The Crescent Meudon House/115-117 Pinehurst
H 3	Housing and open space (Green Hedges)	To be deleted and site revert to within settlement boundary – site allocation has not come forward since being recognised in the 2000 Local Plan.	n/a
H 8	Conversion to HMOs, flats etc.	DE5	Proposals Affecting Existing Residential (C3) Uses
H 9	Specialised accommodation for elderly people	LN4	Specialist and Supported Accommodation
H 10	Mobility housing on major sites	LN4	Specialist and Supported Accommodation

16 Replacement of Saved Local Plan and Core Strategy Policies

Saved Local Plan Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
H 10.1	Housing for those with special needs	LN4	Specialist and Supported Accommodation
H 11	Mobile homes	Delete – generic policy that does not add anything locally specific to general housing policies at NPPF level.	n/a
H 13	Loss of residential accommodation	DE5	Proposals Affecting Existing Residential (C3) Uses
H 14	New development and usable amenity space	DE3	Residential Amenity Space Standards
H 15	Planning applications for home extensions	DE5	Proposals Affecting Existing Residential (C3) Uses
Town Centres & Shopping			
TC 1	Development and diversity, vitality and viability in the centres	SP1 SP2 SP3	Aldershot Town Centre Farnborough Town Centre North Camp District Centre
TC 2	Change of use in the shopping core	SP1.1 SP1.2 SP2.1 SP2.2 SP3.1 SP3.2	Primary Frontages in Aldershot Town Centre Secondary Frontages in Aldershot Town Centre Primary Frontages in Farnborough Town Centre Secondary Frontages in Farnborough Town Centre North Camp District Centre Primary Shopping Frontage North Camp District Centre Secondary Shopping Frontage

Replacement of Saved Local Plan and Core Strategy Policies 16

Saved Local Plan Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
TC 3	Residential uses above the ground floor in the shopping core	SP1 SP2 SP3	Aldershot Town Centre Farnborough Town Centre North Camp District Centre
TC 4	Town centre development outside the core	SP1 SP2 SP3	Aldershot Town Centre Farnborough Town Centre North Camp District Centre
TC 5	Business use in the town centres	PC1	Economic Growth and Investment
ATC 1	Wellington Avenue site for comprehensive development	SP1.3 SP1.7	Westgate Westgate Phase II
ATC 2	Areas of east Aldershot Town Centre	Delete – key sites have been developed so no longer a requirement for the policy.	n/a
S 1	Local shopping centres	LN6	Local Neighbourhood Facilities
S 3	Alterations to shop fronts	DE1 HE3	Design in the Built Environment Development within or adjoining a Conservation Area
S 4	Retail sales at filling station	Delete – a need to assess the impact on viability of local centres is unlikely to be appropriate, as the scale of retail floorspace will be	n/a

16 Replacement of Saved Local Plan and Core Strategy Policies

Saved Local Plan Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
		under the retail impact threshold of Policy LN7.	
S 5	Proposal for A3 uses	SP1.1-SP1.2 SP2.1-SP2.2 SP3.1-SP3.2 DE1	Aldershot Frontages Farnborough Frontages North Camp Frontages Design in the Built Environment
S 6	Proposal for amusement centres	SP1.1-SP1.2 SP2.1-SP2.2 SP3.1-SP3.2	Aldershot Frontages Farnborough Frontages North Camp Frontages
Farnborough Aerodrome			
FA 1	Major development proposals at Farnborough Aerodrome	None required, as proposals implemented.	n/a
FA 1.1	Recording and preserving aviation buildings	HE1 HE2 PC4	Heritage Demolition of a Heritage Asset Farnborough Business Park
FA 2	Retain capacity for business aviation	SP4	Farnborough Airport
FA 2.1	Effective length of the runway	SP4	Farnborough Airport
FA 2.2 (B)	Not bulk freight, scheduled, tour etc.	SP4.1	Type of Flying
FA 2.2 (C)	Flying should not harm environment, amenities; be served by local transport; not affect air quality	SP4	Farnborough Airport Hours of Operation

Replacement of Saved Local Plan and Core Strategy Policies 16

Saved Local Plan Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
		SP4.3 IN2 DE10	Transport Pollution
FA 2.2 (D)	Flying and risks greater than 10,000 unacceptable. Greater than 100,000 will require assessment of benefits	SP4 SP4.4	Farnborough Airport Safety
FA 2.3	Land at Diamond Way for aviation buildings	SP4	Farnborough Airport
FA 2.4	Removal of permitted development rights	Business aerodrome development now implemented, so policy no longer required	n/a
FA 2.5	Other uses at the civil enclave and control tower etc. if not required for the operation of the aerodrome	PC2	Strategic Employment Sites
FA 3	Main factory site allocated for employment development plus appropriate uses	PC1 PC2 PC4	Economic Growth and Investment Strategic Employment Sites Farnborough Business Park
FA 3.1	Land under the approach flight path – south east of the factory and RAF mess	SP4.4	Safety
FA 4	Land at Queen's Gate for employment and residential	Deleted – the site has consent for residential redevelopment, the final phase of which is currently under construction	n/a

16 Replacement of Saved Local Plan and Core Strategy Policies

Saved Local Plan Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
FA 5	Development in the strategic gap and countryside at RAF mess, T area, AAIB, Range Road and 'X'/Ball Hill	SP4 SP4.5 PC1 PC2	Farnborough Airport AAIB/RAIB Economic Growth and Investment Strategic Employment Sites
FA 6	SBAC site safeguarded for a regional exhibition site	SP4	Farnborough Airport
FA 7	Land allocated for public open space at Puckridge Gate, main Gate and near the RAF mess	NE4 NE5	Biodiversity Countryside
FA 8	New distributor road between Elles Road and Queens roundabout	Deleted – infrastructure implemented.	n/a
FA 9	Upgrading of Kennel Lane required for major development of the aerodrome	Deleted – revised infrastructure priorities.	n/a
FA 10	Improvements to Elles Road and Ively Road	Deleted – infrastructure implemented.	n/a
FA 11	Junction improvements at Ively Road/A323	Deleted – infrastructure implemented.	n/a
FA 12	Public transport improvements	Deleted – infrastructure implemented.	n/a
FA 13	Footpaths and cycle ways provision and along Ively Road and the A325	Delete – infrastructure implemented.	n/a
FA 14	Commuter plan	Deleted – travel plans Implemented.	n/a
Employment			

Replacement of Saved Local Plan and Core Strategy Policies 16

Saved Local Plan Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
E 1	Royal Pavilion site, Aldershot	PC1 PC2	Economic Growth and Investment Strategic Employment Sites
E 2	Guillemont Barracks site, Farnborough	Deleted - the part of this site that lies within Rushmoor Borough has consent for residential development.	n/a
E 6	Small businesses	PC2 PC3	Strategic Employment Sites Locally Important Employment Sites
E 6.1	Small units at Farnborough Aerodrome	Deleted – the development at Farnborough Business Park includes some small office provision in addition to serviced offices.	n/a
E 7	Resist the loss of small units	Deleted - does not conform with the NPPF.	n/a
E 8	Bad neighbour uses at Hollybush Lane	PC3	Locally Important Employment Sites
E 8.1	Development in accordance with E 8	PC3	Locally Important Employment Sites
E 9	New bad neighbour use developments	Deleted – there have been changes to national policy and guidance since this policy was adopted.	n/a
E 10	Comprehensive redevelopment of inappropriately located commercial sites	PC3	Locally Important Employment Sites

16 Replacement of Saved Local Plan and Core Strategy Policies

16.1 Table 2: Replacement of Core Strategy Policies

Core Strategy Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
The Spatial Strategy			
SS1	Spatial Strategy	SS2	Spatial Strategy
Shaping Places			
SP1	Aldershot Urban Extension	SP5	Wellesley
SP2	Aldershot Military Town	SP9	Aldershot Military Town
SP3	Aldershot Town Centre	SP1	Aldershot Town Centre
SP4	Farnborough Town Centre	SP2	Farnborough Town Centre
SP5	North Camp District Centre	SP3	North Camp District Centre
SP6	Farnborough Airport	SP4	Farnborough Airport
SP7	Neighbourhood Renewal	LN5	Neighbourhood Deprivation Strategy
Core Policies			
CP1	Sustainable Development Principles	SS1	Presumption in Favour of Sustainable Development
CP2	Design and Heritage	DE1 HE1	Design in the Built Environment Heritage
CP3	Renewable Energy and Sustainable Construction	DE4	Sustainable Water Use
CP4	Surface Water Flooding	NE6 NE7 NE8 NE9	Managing Fluvial Flood Risk Areas at Risk of Surface Water Flooding Sustainable Drainage Systems Surface Water Flooding at Farnborough Airport
CP5	Meeting Housing Needs and Housing Mix	LN1	Housing Mix

Replacement of Saved Local Plan and Core Strategy Policies 16

Core Strategy Policy		To Be Replaced by Local Plan Policy	
Policy Ref.	Topic	Policy Ref.	Title
CP6	Affordable Housing	LN2	Affordable Housing
CP7	Gypsies and Travellers and Travelling Showpeople	LN3	Gypsies, Travellers and Travelling Showpeople
CP8	Supporting Economic Development	PC1	Economic Growth and Investment
		PC2	Strategic Employment Sites
		PC3	Locally Important Employment Sites
CP9	Skills and Training	PC8	Skills, Training and Employment
CP10	Infrastructure Provision	IN1	Infrastructure and Community Facilities
CP11	Green Infrastructure Network	NE2	Green Infrastructure
CP12	Open Space, Sport and Recreation	DE6	Open Space, Sport and Recreation
		DE7	Playing Fields and Ancillary Facilities
		DE8	Indoor and Built Sport and Recreation Facilities
CP13	Thames Basin Heaths Special Protection Area	NE1	Thames Basin Heaths Special Protection Area
CP14	Countryside	NE5	Countryside
CP15	Biodiversity	NE4	Biodiversity
CP 16	Reducing and Managing Travel Demand	IN2	Transport
CP17	Investing in Transport	IN2	Transport

