

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

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| Case Officer | David Stevens |
| Application No. | 16/00837/FULPP |
| Date Valid | 14th October 2016 |
| Expiry date of consultations | 9th June 2017 (in respect of amended plans received 16 May 2017) |
| Proposal | Comprehensive redevelopment of the site comprising demolition of existing buildings and site clearance and erection of 159 residential units (Use Class C3) (comprising 9 X 1-bedroom flats, 27 X 2-bedroom flats, 26 X 2-bedroom houses, 2 X 3-bedroom flats, 79 X 3-bedroom houses & 16 X 4-bedroom houses), associated parking and servicing, hard and soft landscaping, public amenity space and play areas, formation of vehicular access onto Southwood Road and other associated works. |
| Address | The Crescent Southwood Business Park Summit Avenue Farnborough |
| Ward | Cove and Southwood |
| Applicant | Legal & General Property Partners (Life Fund) Ltd |
| Agent | Quod |
| Recommendation | GRANT subject to s106 Planning Obligation. |

Description and Relevant History

The site measures approximately 4.4 hectares, has an irregular shape and is currently part of Southwood Business Park. The site contains 13,551 sqm of office/research & development/light industrial (Use Class B1) floorspace in six substantial buildings of 2-3 and 3-4 storeys in height, together with approximately 1000 parking spaces in a decked undercroft and extensive surface parking areas. It was built in the mid-1980s. Five of the buildings (from north to south, Hermes, Galaxy, Futura, Europa and Delta Houses) are arranged in a semi-circle facing north-west towards Apollo Rise. The sixth building (Cygnus House) stands to the south-east of the 'Crescent' buildings. All of the buildings are vacant and unused and the majority have been unoccupied for a significant number of years. Over half of the overall floorspace has been continuously vacant for in excess of 5 years. The last building (Europa House) to become unoccupied was vacated by Airbus in February 2016. The vehicular entrances into the site from Apollo Rise are blocked to prevent unauthorised access and the site is still subject to some caretaking maintenance of the buildings and grounds. The site is monitored and patrolled by a security firm.

The site is bounded to the north by the London Waterloo to Southampton railway, with residential properties in Chiltern Avenue located on the opposite side of the railway lines. To the west the site is bounded by Apollo Rise, with commercial properties in the Business Park at Armstrong Mall opposite. The new Sarsen Stones restaurant/public house is opposite the south-west corner of the site at the junction of Apollo Rise with Summit Avenue (A327). Summit Avenue follows the south boundary of the site from the Apollo Rise T-junction to the west, to the Summit Roundabout junction (with Southwood Road, Southwood Lane and Ively Road). There are residential properties at Briars Close and Nevada Close on the opposite side of Summit Avenue screened by mature trees and shrubs. The majority of the east boundary of the site is with Southwood Road opposite Nos.89 to 95 Southwood Road and the side boundaries of other residential properties at Nos.21 and 40 Derwent Close. The original line of Ively Road terminates in a cul-de-sac end, with a number of residential properties fronting this road at an angle to the Southwood Road frontage. Nos.1-19 are progressively further separated from the site. The remaining section of the application site boundary to the north-east is shared with residential properties: the sides of No.84 Southwood Road and 4 Westglade, and Nos.5, 6, 8, 12, 13, 14, 15, 16 and 18 Westglade which directly or indirectly face and adjoin the site boundary. The final small section of the site boundary, in the north-east corner, adjoins a small grassed area with a parking area beyond.

Natural ground levels within the site fall from the north-west corner of the site adjoining the railway across the site to the south-east corner by approximately 4-5 metres. These levels have enabled the creation of an undercroft parking area, which occupies most of the site area within the semi-circle of the 'Crescent' buildings. The main vehicular entrance and landscaped amenity 'deck' above are level with the adjoining road at Apollo Rise. A semi-circular service road runs between the undercroft car park and the front elevations of the 'Crescent' buildings, crossed by pedestrian footbridges to the main entrances of each building at first-floor level. Surface car parking and service access is in a semi-circular area at ground level outside the 'Crescent' buildings. There is an outer perimeter road with further parking to each side that runs around Cygnus House (and an area of formal gardens and planting areas) linked to the lowest level of the undercroft car park, and which enters and exits the site at Apollo Rise in the north-west corner of the site. There is a further area of surface parking abutting the railway boundary and Westglade. The west boundary of the site adjoining Apollo Rise is enclosed by a perimeter retaining wall approximately 4 metres in height, with the current main site levels lower than the adjoining road.

The site currently contains 205 individual trees, including 12 groups. These are mainly located around the margins of the site. The Summit Avenue boundary of the site is screened by mature tree and shrub planting, with some of the specimen trees being subject to a Tree Preservation Order. The Southwood Road frontage of the site appears to be an older hedgerow that pre-dates the 'Crescent' development. This section of the landscape boundary screening is also mature and is dotted with some trees, including some subject to TPO. It is, in places, enclosed with post and rail fencing. The site boundary with Nos.84 Southwood Road and 4, 5, 6, 12, 13, 14 Westglade is screened with dense mature tree and shrub planting and a curved 1.8 metre high brick screening wall. There are 3 trees here that are subject to TPO. Beyond this, the actual site boundary is enclosed with 2 metre high chain-link fence and, in most part, hedge and shrub boundary planting within the neighbouring properties. The remaining site boundaries in the north-east corner and along the railway line boundary are enclosed with 2.5 metre chain-link and wire fences. These sections of the boundary are also subject to mature screen landscape planting, including groups of trees in both the north-east and north-west corners. Within the body of the site there are a number of smaller ornamental trees, planted as part of a more formal landscaping scheme to form the immediate setting of the commercial buildings.

The application seeks comprehensive re-development of the site. It is proposed to demolish all of the existing office buildings, undercroft parking area and amenity deck and erect a residential development of 159 dwelling units. This would consist of 9 x 1-bedroom flats, 27 x 2-bedroom flats, 26 x 2-bedroom houses, 2 x 3-bedroom flats, 79 x 3-bedroom houses & 16 x 4-bedroom houses. The flats would mainly be provided in three 4-storey blocks along the railway boundary. 5 would be provided as 'Flats Over Garages' (FOGs) at the entrances to some small private parking courtyards within the site layout. With the exception of twelve 4-bedroom 3-storey houses, the remainder of the proposed development would comprise 2-storey houses of 2-, 3- and 4-bedroom size.

Vehicular access to the development is proposed from Southwood Road in the form of a conventional T-junction. The existing vehicular entrances from Apollo Rise would be closed, with the existing entrance in the north-west corner of the site pedestrianised and kept available for emergency vehicle access, with a locked barrier or locking bollards preventing general use. Pedestrian and cycle access to the proposed development would be available from all of the road frontages.

As a result of concerns raised by the Highway Authority (Hampshire County Council) and Rushmoor's Transportation Strategy Officer in respect of details of the internal site layout design as originally submitted, amended plans and updated supporting information was submitted by the applicants on 16 May 2017. The amended plans make the following changes:-

- (a) The main entrance road is widened to 6.7m up to a minimum of 12m from entrance junction with entrance radii amended to 6.0m;
- (b) The width of emergency access off Apollo Rise is reduced to 4m.
- (c) Revisions are made to the site layout to re-locate residents' parking spaces so that they are better related to the dwellings they would serve;
- (d) Revisions to the siting of some houses to allow adequate cycle and bin access to the rear of all houses;
- (e) Revisions to the on-site children's equipped play areas.

The amended plans also include a revised detail plan for the proposed Southwood Road vehicular entrance demonstrating the availability of at least 2.4 by 52 metre sight-lines to both left- and right-hand sides to reflect the speed surveys undertaken on the road. This plan also shows how the existing Southwood Road cycleway would be identified as it crosses the proposed new road junction.

Within the site the roads have been designed to create a slow speed environment. A 6.1 metre carriageway with 2 metre footways and turning heads is proposed on all routes where refuse vehicle access is needed, with shared surface roads elsewhere. The proposed access road leads into the site to a T-junction with a central spine road running the length of the site from north to south. Cul-de-sacs join the spine road at intervals on both sides, dividing up the site into smaller 'blocks' of development. All of the proposed buildings would front directly onto a roadway. The proposed houses would have parking either on-plot to the side, in the roadway adjoining, or in small private parking courtyards. The proposed flats would be have an adjoining communal parking area. All the proposed houses would have access to their rear garden areas for cycle parking and bin storage. Communal arrangements would be provided for the proposed flats.

On-site provision of two areas of public open space in the form of childrens' play areas is proposed, including one Local Area of Play (LAP) and one Local Equipped Area of Play

(LEAP).

The houses and flats are of conventional design, finished mainly with brick elevations and concrete tiled roofs, either with simple transverse ridged roofs or front-rear gabled roofs. Render finishing or panels would be incorporated into feature gables on some units. The houses would be either detached, semi-detached or terraced units, mainly of two-storey height. The proposed FOG flats would be similarly designed. The proposed blocks of flats would be of 4-storey height with painted render elevations above a ground floor brick plinth. The roofs would be shallow-pitched and set behind parapet walls and covered with standing seam metal panel material. The external materials are indicated to be selected from a limited palette with designed variations throughout the development.

In terms of landscaping, it is proposed to retain as much of the existing mature boundary tree and shrub planting as possible, bolstered by new planting. Although some existing trees and shrubs from the margins of the site (and the majority of the existing formal planting within the existing development) would be removed for management and design reasons, it is proposed to plant a significant number of new trees and shrubs, particularly to soften the street-scape of the proposed internal estate roads and parking areas. Hard and soft landscaping plans are submitted with the application in this respect.

The application was submitted with a Design & Access Statement, Planning Statement, Transport Statement, Initial Travel Plan, Financial Appraisal Report, Noise & Vibration Assessment, Phase 1 Ground Conditions Assessment, Flood Risk Assessment, Surface Water Drainage Strategy, Sustainability Statement, Energy Statement, Ecological Assessment, Arboricultural Implications Report, and Statement of Community Involvement. Amended plans received on 16 May 2017 were accompanied by additions to the Design & Access Statement, Technical Transport Notes (Response to Highways Comments), Revised Initial Travel Plan, and Revised Arboricultural Report. In January 2017, the applicants responded to queries from the Council's Environmental Health Team. The applicants corresponded with the Lead Local Flood Authority (Hampshire County Council) seeking to address their queries. In June 2017, the applicants also submitted a GP Practice Capacity & Demand Report in response to objections raised by third-parties and the North East Hampshire & Farnham Clinical Commissioning Group in respect of local GP capacity.

The applicant is preparing a s106 Planning Obligation to secure Special Protection Area, Transport and Public Open Space financial contributions, and provision of affordable housing units on site; together with financial viability re-appraisal and overage clauses.

The applicant proposes to provide 32 affordable units on site, comprising 20% of the total number of units in line with the independently assessed conclusions of a Financial Viability Assessment. These would be a mixture of unit sizes and tenures: 19 affordable rented units (3 X 1-bedroom, 7 X 2-bedroom and 1 X 3-bedroom flats; 6 X 3-bedroom and 2 X 4-bedroom houses) and 13 intermediate affordable units (3 X 1-bedroom, 7 X 2-bedroom and 1 X 3-bedroom flats; and 2 X 2-bedroom houses).

The Council formally confirmed in October 2015 that the current proposals did not require an Environmental Impact Assessment (15/00715/SCREEN). In January 2016 the Council gave prior approval for the demolition of the six existing commercial buildings and decked undercroft car park at the site.

Consultee Responses

Planning Policy

No planning policy objections : the proposals meet

planning policy requirements and/or reflect the direction of travel in terms of emerging Local Plan policies.

Transportation Strategy Officer Response to plans originally submitted: Objection to the internal site layout design of the proposed development on the following grounds:-

- 1) Poor relationship between parking and residential units on the site.
- 2) Road widths inadequate in places
- 3) Likelihood of highway obstruction by parked cars for refuse and emergency access
- 4) Inadequate details of sight lines
- 5) Properties with no access to rear gardens (that require this for cycle storage)

Response to Amended Plans: No objections: The revised site layout now satisfactorily responds to the outstanding points remaining. Improvements have been made to allow access for cycles through parking areas to rear gardens. The amended site layout plan shows a satisfactory revised parking layout. Further changes have been made to parking spaces and the road widths have been clarified to deal with all outstanding highway.

HCC Highways Development Planning Response to plans originally submitted: More information required.

Response to Amended Plans: No highways objection subject to a condition; and subject to the applicant entering into a s106 Planning Obligation to secure (a) a Transport Contribution of £120,000 towards improvements to local pedestrian and cycleway links to the site and/or towards enhancements to local bus services; (b) the submission and implementation of a full Travel Plan; (c) payment of Travel Plan approval and monitoring fees; (d) provision of a surety mechanism to ensure implementation of the Travel Plan; and (e) implementation of off-site highway works as shown in principle of Drawing No.151703/A/03 Rev.M (Details of Proposed Vehicular Access onto Southwood Road).

Environmental Health Initial Comments: No objections subject to further information being provided concerning noise impact on residential properties at Chiltern Avenue as a result of proposed flatted blocks adjoining railway boundary.

Final Comments: No objection subject to conditions and informatives following receipt of additional information from the applicants in January 2017.

Community - Contracts Manager Initial response: Concern that width of estate roads, provision of trees and parking spaces within the scheme, compromised rear access to some houses, and an

inadequacy of the bin storage provision for flats would make domestic refuse collection difficult. Applicant's advised to contact the Contracts Manager (Domestic Bin Collection) for further advice.

Response to Amended Plans: No objection subject to condition. The amended plans address previous concerns except in respect of the proposed bin storage provision for the flats. A re-design this detail can be dealt with by condition.

Arboricultural Officer

No objections subject to works being carried out in accordance with the submitted Arboricultural Report and standard conditions and informatives.

Ecologist Officer

No objections subject to the implementation in full of the ecological enhancements set out in the submitted ecology report. It is recommended that Swift bricks are incorporated into the new-build properties rather than being installed as 'terraces'.

Parks Development Officer

No objections, and identifies POS projects for which a POS financial contribution should be sought in respect of amenity open space and sports grounds elements. Equipped children's play space element to be provided on site.

RBC Housing

Support : The Housing Team are in support of the proposals to provide 159 new homes, of which 32 would be affordable. It is accepted that the scheme is not able to deliver 35% affordable housing for demonstrated viability reasons, with 20% affordable housing being demonstrated viable. The range and mix of dwelling sizes and tenures is welcomed as generally supporting the housing needs of the Borough.

North East Hampshire &
Farnham Clinical
Commissioning Group

Objection: Local primary care services providers are already under pressure and are finding it difficult to keep pace with rising demand and, in some cases, are already working within buildings that are not meeting the preferred standards of suitability and sufficiency. We seek to avoid the position becoming exacerbated.

Hampshire County Council
Planning

No comments received.

Lead Local Flood Authorities

Initial Response: More information required.

Final Response following receipt of additional information:
No objections subject to conditions : The submitted proposed outline drainage strategy for the site is considered acceptable in principle. A number of comments made concerning what will be required at the detailed

design stage. Further information provided by the applicants in May 2017 in response does not provide adequate additional detail.

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| Hampshire Fire & Rescue Service | No objection. |
| Police Crime Prevention Design Advisor | No objection. |
| Network Rail | No objection. |
| Thames Water | <u>Initial Response</u> : More information required. <u>Final Response</u> : No objections following receipt of additional information. |
| Natural England | No objections subject to the appropriate SPA mitigation contribution being secured with a s106 Planning Obligation. |
| Hampshire & I.O.W. Wildlife Trust | No objections subject to standard conditions and informatives. |
| Southern Gas Network (Formerly TRANSCO) | No objection. |
| TAG | No objections. |

Application Publicity & Neighbours Notified

In addition to posting a site notice and press advertisement, 295 individual letters of notification were sent to addresses including all properties physically adjoining or opposite the road frontages of the site. The overall radius of the letter notification beyond this encompassed properties in Ively Road, Southwood Road, Westglade, Morval Close, Kendal Close, Ambleside Close, Derwent Close, Ullswater Avenue, Richmond Close, Broadmead, Nevada Close, Briars Close, Southwood Village Centre, Aldrin Place, Armstrong Mall, Apollo Rise and Chiltern Avenue (on the opposite side of the railway lines to the north). These letters were sent on 14 October and indicated a comment date of 4 November 2016. A site notice was posted at the corner of Summit Avenue and Southwood Road. Three further site notices in Apollo Rise, Summit Avenue and Southwood Road were displayed indicating a comment date extended to 16 November 2016. The planning application was advertised in the Hampshire Independent newspaper.

Amended plans were received from the applicants on 16 May 2017. All neighbours originally notified (as above), plus respondents to the original notification, were notified by letter dated 19 May 2017. This letter indicated a reply date of 9 June 2017.

Neighbour comments

Original Plans : As a result of the original application publicity and neighbour, 46 representations were received from the occupiers of : 5 & 11 Ively Road; 5 Ullswater Avenue; 3 & 9 Broadmead; 8 & 12 Briars Close; 1 (twice), 12, 13, 15, 30 (twice), 32 & 34 Derwent

Close; 6, 10, 24 (twice), 25 (twice) & 26 Westglade; 9, 10 (twice), 14, 16, 21, 22, 23a, 25, 29, Flat 4 Christine Court (No.33), 43, 46, 50 (twice), 57, 60, 82 (twice), 84 & 93 Southwood Road; 33 Wren Way (twice); and 14 Carmarthen Close.

Although some respondents indicated no objection to the principle of redevelopment for residential purposes, the following grounds of objection were cited:

- 1) The proposals are contrary to adopted local planning policies.
- 2) Too many dwelling units are being proposed for the area of land involved. The density of development (36 dwellings/hectare) exceeds that of the surrounding residential areas by over 25%, is not justified, and would be out of character.
- 3) Roads in the vicinity of the application site cannot cope with additional traffic. There have been significant developments and changes in the area, including new retail and leisure developments in Farnborough town centre, the Morrisons petrol filling station, the new Marston's restaurant/public house (the 'Sarsen Stones'), the loss of the No.9 bus serving Southwood, and the occupation of the former Nokia site by BMW. The proposals for approximately 1500 dwellings at the nearby Hartland Park site have been submitted to Hart District Council and are under consideration. These have/will have a cumulative impact on traffic on local roads [Officer Note: existing and likely increased future traffic congestion is the most common concern raised in the objections received].
- 4) Some properties in Southwood Road have little or no on-site parking, occupiers have to parking on the road-side verges.
- 5) The applicant's argument that the proposed development would generate less traffic than the existing Southwood Crescent offices is not accepted on the basis that the offices have been entirely vacant now for some considerable time. Furthermore, the data is thought to be inaccurate and to count traffic associated with other commercial premises within the Southwood Business Park.
- 6) The applicant's statistics and conclusions in their Transport Statement and Summary appear flawed for not taking account of more recent developments and development proposals; and because traffic surveys usually have the effect of reducing traffic speeds whilst they are being undertaken, thereby not reflecting the usual situation;
- 7) Residents have existing difficulties seeking to exit Ullswater Avenue onto Ively Road and Westglade, Morval Close and individual properties along Southwood Road onto Southwood Road due to the volume, persistence and speed of passing traffic at peak times : people are trapped on their own properties or Estate. Various suggestions are made for highway improvements (such as new roundabouts etc) to alleviate these existing problems and it is queried/suggested by some respondents that the current applicants should be required to fund this. [Officer Note: a developer can only be required to address consequences arising from their own proposal, not to address existing problems].
- 8) Irrespective of the proposed development, traffic-calming of local roads is needed.
- 9) Inadequate on-site parking provision, likely to lead to dangerous and/or inconvenient overspill parking outside the proposed development. Each dwelling should be provided with a minimum of 3 parking spaces. The possibility of overspill parking taking place at the cul-de-sac end of Derwent Close is specifically mentioned and it is suggested that the pedestrian access from the Close into Southwood Road should be closed to prevent this.
- 10) Loss of privacy due to overlooking : specifically raised by the occupiers of Nos.6 & 26 Westglade and 12 Briars Close; this concern is raised more generally in respect of all properties backing onto the site at Westglade and other properties that are not currently overlooked.
- 11) Loss of light

- 12) Loss of trees.
- 13) Increased air pollution arising from increased traffic congestion from the proposal other recent significant developments in and around the town.
- 14) Inadequate existing sewerage and surface-water drainage infrastructure : the developer should pay for any improvements needed to ensure that existing residents will not be adversely affected. Flooding in the local area is more likely as a result of the proposed development.
- 15) Ground contamination.
- 16) Noise and other adverse environmental impacts (dust, smells etc), disturbance and inconvenience arising from the construction of the proposed development [Officer Note: it is long-standing Government guidance and policy that the effect of construction works to implement a planning permission cannot be taken into account in determining applications].
- 17) The proposed development is unlikely to be of any benefit to local residents : it should perhaps be used instead to provide a communal park, children's play space, youth centre, leisure facilities. The local area is poorly served by restaurants and shops. There are no facilities for children of any age in the area. The bowling alley in the Leisure Centre is small and could be replaced with a better one on this site. The existing buildings could, instead, be converted to provide affordable housing in the form of flats – which are much needed in Farnborough. [Officer Note: the Council can only consider the proposals that have been submitted with the planning application and cannot take into account other suggested uses of the site that may be considered preferable by others].
- 18) Policy OR4 requires more public open space provision than would be provided on site with the proposed children's play areas incorporated into the scheme.
- 19) Additional financial support should be provided for the provision of local services. There are existing problems with local GP and dental practice provision : there are waiting lists for the local GP and dental surgeries and people often have to wait weeks for an appointment with their GP/dentist.
- 20) The proposals are focussed entirely on providing additional residential development, however they do not provide additional public welfare infrastructure, such as extra GP practice and schooling provision to account for the additional population arising from the proposed development. Local schools have limited capacity and places available already : can the developer demonstrate that there is adequate capacity as a result of their proposed development without providing extra?
- 21) Concerns that the applicant's pre-application neighbourhood consultation exercise was not publicised widely enough

Objections relating specifically to the proposed vehicular access onto Southwood Road:

- 22) The proposed single vehicular access for the development to/from Southwood Road is seriously flawed and unacceptable, would cause/exacerbate existing significant traffic congestion on Southwood Road, and increase the likelihood and risk of traffic accidents;
- 23) Surely the proposed vehicular access(es) should be where they are as existing (from Apollo Rise) or constructed from Summit Avenue instead? It is not understood why the Council has allowed the application to propose, and is prepared to consider, vehicular access from Southwood Road [Officer Note: the Council are obliged to consider the proposals as submitted with the planning application];
- 24) The applicants have not made a case to justify creating a new vehicular access to serve their proposed development instead of the re-use of the existing access points or other (considered better and preferable) options. The applicant's reasons for proposing a vehicular access onto Southwood Road should not override the views and

wishes of local residents whom would be affected. [Officer Note: the applicant is not obliged to justify their choice of proposed vehicular access, other than to demonstrate that their proposal would not have a severe impact upon the safety and convenience of highway users].

- 25) The designers of the current Southwood Crescent commercial development ensured that Southwood Road was not used to provide a vehicular access to the site : this should be the starting position and Summit Avenue and Apollo Rise are designed to accommodate much more traffic than Southwood Road. It is suggested that the primary vehicular access should be from Apollo Rise, perhaps with a secondary or emergency access only to Southwood Road;
- 26) Southwood Road is often congested from end to end with queuing traffic during the evening rush hour and the proposed new vehicular access serving the development would exacerbate this;
- 27) Motorcyclists and cyclists overtaking the traffic queues on Southwood Road would be more at risk of being involved in accidents : cyclists already prefer to use the pavement since they feel safer doing so.
- 28) Traffic speeds on Southwood Road (in theory no more than 30mph) are routinely exceeded by the majority of motorists, such that the average traffic speed is (in reality) at least 40mph, and often higher. No account appears to have been taken of this in designing the proposed new access;
- 29) Despite the provision of sight-lines, the proposed new access would create hazardous conditions on Southwood Road due to its location on a bend in the road : a stationary vehicle seeking to turn right into the proposed access from Southwood Road would be seen too late by speeding traffic approaching from behind around a blind bend. Better sight-lines for the inside of the bend are needed.
- 30) The proposed new access is located close to an existing bus stop, which is already in a poor position; furthermore no account appears to be taken of the proximity to the Summit Avenue roundabout;
- 31) The road in the vicinity of the bend is subject to flooding during heavy rain;
- 32) Pedestrians (including children, people with disabilities, elderly persons etc) would be placed at increased risk of injury as a result of having to cross the new road junction : they already have difficulties safely crossing roads in the vicinity;
- 33) A significant number of lorries regularly use Southwood Road as a short-cut;
- 34) Emergency service access to the proposed development would be compromised by the lack of a second vehicular access point [Officer Note: the proposals include provision of an emergency access for the use of the emergency services if needed].

Amended Plans : As a result of the Council's re-notification of neighbours and previous respondents a further 22 representations were received, comprising second objections from the occupiers of 12, 13 & 34 Derwent Close; and 9, 10, 16 (twice), 21, 24, 46, 57, 60, 82 & 84 Southwood Road. First representations were also received additionally from the occupiers of 7 Ively Road; 21 Derwent Close; 17 Briars Close; 80 Southwood Road; Units B2 & 17-18 Armstrong Mall; Rushmoor Cycle Forum; and Cllr Sue Carter. The following additional objections were cited:

- 35) Previous objections re-iterated and the applicants criticised for not listening to the concerns of local residents including, in particular, that the proposed vehicular access should be re-located to either Summit Avenue or Apollo Rise. The amended plans do not make any discernible changes to the proposals.
- 36) The applicants still do not provide any justification for proposing vehicular access to Southwood Road : using other access points would not deter buyers and the reason for persisting with access onto Southwood Road is considered to be greed /profit, which should not be taken into account by the Council. The Council should not ignore

the views of local residents as the applicants have.

- 37) The proposed site layout of the development is not in keeping with surrounding existing developments : unspecified in what respect.
- 38) Disabled people use the pavements in Southwood Road to get to Morrisons.
- 39) The Rushmoor Cycle Forum object to the proposals on the following summary grounds:-
- Provision of vehicular access onto Southwood Road is contrary to Hampshire County Council highways policies because the proposed access would make the 'place' status of Southwood Road worse. Summit Avenue is considered to be the appropriate place for vehicular access to be located instead;
 - Provisions for walking and cycling with the proposed development are contrary to Hampshire County Council highways policies and also Rushmoor Development Plan policies that seek to promote active travel as a viable alternative to use of cars. This requires convenient and safe access to surrounding cycle and walking networks: there should be a direct crossing into the cul-de-sac section of Ively Road, the Summit Avenue toucan crossing, to Apollo Rise, and to the Cove shops from the proposed development;
 - The cycle and walking accesses should not be restricted by barriers to impede smooth flow and make difficulties for disabled users, cargo bikes, tandems and mobility scooters;
 - Cycle storage should be provided for every dwelling on plot; and
 - The development should be subject to 20mph speed restrictions.
- 40) The owners of business premises within the Southwood Business Park whom have made representations following the notification in respect of the amended plans do not wish to encounter further disruption, noise, mess etc arising from building works in the vicinity. Further, they advise that getting in and out of Armstrong Mall and Apollo Rise is difficult in the evenings due to existing traffic congestion, especially as a result of traffic associated with the BMW offices. It is considered that these existing congested traffic conditions would be exacerbated by the current proposed development.

Policy and determining issues

The site is located within the built up area of Farnborough and within a Key Employment area. Both Summit Avenue and the mainline railway adjoining the application site are 'Green Corridors'.

The site is not located within or immediately adjoining a Conservation Area or adjoining a Listed Building.

Adopted Rushmoor Core Strategy (October 2011) Policies SS1 (Spatial Strategy), CP1 (Sustainable Development Principles), CP2 (Design and Heritage), CP3 (Renewable Energy and Sustainable Construction), CP4 (Surface Water Flooding), CP5 (Meeting Housing Needs and Housing Mix), CP6 (Affordable Housing), CP8 (Supporting Economic Development), CP10 (Infrastructure Provision), CP12 (Open Space, Sport and Recreation), CP13 (Thames Basin Heaths Special Protection Area), CP15 (Biodiversity), CP16 (Reducing and Managing Travel Demand), and CP17 (Investing in Transport) are relevant to the consideration of the current proposals.

Whilst the Core Strategy has policies that replace specific Local Plan policies, a number of Local Plan policies continue to be 'saved' and therefore remain in use for the time being until they are replaced by future tranches of Local Development Framework documents. In this respect, Local Plan Policies ENV5 (green corridors), ENV13 (trees), ENV16 (general development criteria), ENV19 (landscaping), ENV41-44 (surface water run-off), OR4 &

OR4.1 (public open space), TR10 (general highways criteria), and H14 (amenity space) are 'saved' policies that remain relevant to the consideration of this application.

The Council's adopted Supplementary Planning Documents (SPD) on 'Housing Density and Design' (May 2006), 'Planning Contributions - Transport' 2008, 'Car and Cycle Parking Standards', 2012, the Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy as updated February 2012; and the advice contained in the National Planning Policy Framework and Planning Practice Guidance are also relevant.

In June 2017 the Council published a second consultation version of the new Rushmoor Local Plan 2014 to 2032, containing emerging policies that are relevant to the consideration of the current application. This includes the identification of the Southwood Crescent site as a suitable site for approximately 150 residential units with, subject to viability, a target of 35% of homes to be delivered as affordable housing.

The main determining issues are considered to be:

1. Principle of development;
2. The visual impact on the character and appearance of the area, including impact on trees;
3. The impact on neighbours;
4. The living environment created;
5. Impact on wildlife;
6. Highway considerations;
7. Social infrastructure provision;
8. Affordable housing;
9. Drainage issues;
10. Renewable energy and sustainability;
11. Access for people with disabilities; and
12. Public open space.

Commentary

1. Principle -

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

"contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements including the provision of infrastructure;

supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon

economy."

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

The proposals seek to re-use a vacant commercial site. Government legislation seeks to encourage and enable conversions of vacant offices into residential use. Whilst the current proposal is not 'permitted development' in this respect, legislation clearly indicates the general acceptability of such proposals. The proposed development is seeking to make more efficient use of previously developed land a clear objective of the NPPF and local planning policy. This is also acknowledged in the Council's Supplementary Planning Document "Housing Density and Design" published in April 2006.

Southwood Crescent currently forms part of the Southwood Business Park Key Employment Site (Core Strategy Policy CP8). Policy CP8 seeks to protect Key Employment Sites for employment purposes. The introduction of non B-class uses will be permitted where they would support, or not be detrimental to, the function and operation of the site. However, the Council's Key Employment Sites Study (2012) suggested the site could be released from B-class use. In assessing the site's function and operation, the Study stated that units in this area are largely vacant and provide a type and nature of B-class use which did not appear to meet market requirements. The Employment Land Review (2015) subsequently endorsed this position in recommending the amendment of the Southwood Business Park boundary to remove the 4.1ha currently occupied by The Crescent office park (the application site). As a result of these findings, the Draft Local Plan: Preferred Approach (June 2015) identifies The Crescent as suitable for approximately 150 residential units with a target of 35% of homes to be delivered as affordable housing, subject to viability. The housing allocation has been carried forward into the Local Plan: Draft Submission (June 2017). The principle of residential development on this site is therefore considered acceptable.

Objections have been raised on the basis that the proposed density (36 dwellings/hectare) is higher than surrounding existing residential development. Whilst surrounding residential development has a density in the range of 26-29 dwellings/hectare this does not give rise to material planning harm sufficient to justify refusal. The density without the blocks of flats on the railway boundary would be approximately 31 dwellings/hectare. The fact that flats are being proposed on a portion of the site is not considered likely to have a harmful impact upon the character and appearance of the area. The proposed development is primarily of two-storey houses and there are no policies in the Development Plan which prescribe the density of development. It is considered that the density of development proposed is acceptable in principle.

The applicants have undertaken an initial site investigation, which has not identified any significant ground contamination. No objection to the proposals is raised subject to the imposition of a planning condition to require further site investigation work to be undertaken; and remedial work should any unexpected ground contamination come to light during site clearance. It is considered that the risk of ground contamination affecting future residents is very low.

It is considered that the proposals are acceptable in principle and in line with Government objectives and the Council's own adopted and emerging planning policies.

2. Visual Impact –

The vicinity has a mixed character, with a variety of land uses and buildings of different types, ages, conventional external materials and extensions and alterations. Differences in visual appearance are not in themselves evidence of harm to the character of an area. The existing Southwood Crescent development is a readily visible landmark in the area due to the scale and height of the buildings. It is in a prominent position, open to public views, and adjoins busy strategic and local distributor roads. The existing buildings are showing their age due to long term vacancy.

The proposals would result in change in the visual appearance of the site. The existing large tall commercial buildings would be replaced by significantly smaller scale lower-rise buildings that would be much less visually prominent. Whilst proposed houses would be sited closer to the road boundaries of the site, this would not appear unusual or out of character for a housing development. Much of the existing boundary tree and shrub/hedge screening of the site adjoining Summit Avenue and Southwood Road would be retained, thereby softening the appearance of those elements of the proposed development that would be visible, including from the 'green corridors'. The development is not considered to give rise to any material harm to the visual character and appearance of the area. The layout and building design and materials would be conventional for housing. It is considered that the development would be of appropriate appearance; and finishing materials can be controlled by condition.

Of over 200 existing trees located on the site, some 86 trees would be removed as a result of the proposals. Most being Category C and U trees. No Category A trees (of which there are just two on site) and only 5 Category B trees would be removed. Those to be removed are generally smaller trees planted within the interior of the office landscaping or those which are damaged, poorly developed or compromising the growth of adjoining trees. There would be some thinning of the existing mature boundary tree planting for these reasons. Whilst there are a small number of trees to be removed to avoid conflicts with the proposed new built development of the scheme, these are not considered to be unjustified or unreasonable. The Council's Arboricultural Officer has considered the submitted Arboricultural Reports and also notes that the proposals also involve the planting of over 100 new trees within the estate layout and to bolster the existing planted margins of the site. It is not considered that the proposals would alter the main arboricultural features of the site, and would not have a significant adverse impact on the arboricultural character and appearance of the area. No objection is raised subject to the imposition of conditions and informatives; and the proposals are considered to be acceptable having regard to saved Local Plan Policy ENV13.

It is considered that the scheme would enhance the visual appearance of this site and would not detract materially from the established character and appearance of the area.

3. Impact on neighbours -

The existing commercial development has a significant impact on neighbours in the surrounding area as a result of the substantial mass and height of the buildings. The proposed smaller scale residential development is considered likely to improve relationships with neighbours. Although the existing buildings are vacant and unused, the lawful commercial use could be resumed, and the consequences if this in terms of, noise disturbance and activity, including the use of the car parking, lighting of external areas, traffic are a material consideration in the determination of the current application.

To the west the proposed development would abut Apollo Rise and commercial uses within

the remainder of Southwood Business Park. It is not considered that these commercial neighbours would be materially affected by the proposed development.

To the south the site is bounded by Summit Avenue, with residential properties at Nos.8-14 Briars Close and 6-10 Nevada Close located on the opposite side, largely beyond mature tree and shrub screening. Although concerns have been raised by the occupier of No.12 Briars Close about the possibility of loss of privacy due to overlooking, it is considered that the separation distances are more than sufficient to avoid this. The flank elevation of the Plot 114 3-storey house containing a first-floor flank landing window would be some 45 metres from the rear of No.14 Briars Close and further from No.12. The front elevations of houses at Plots 115 -119 would be in excess of 70 metres from the rear of No.12 Briars Close and 65 metres from the rear garden boundary of No.6 Nevada Close. The Plot 120-123 houses would face the Summit Roundabout and would have a similar separation distance from these neighbours. The separation distances and the existing and retained planting would prevent any material loss of light and outlook to properties on the south side of Summit Avenue.

Approximately two-thirds of the east boundary of the site fronts Southwood Road opposite Nos.89 to 95 and the side boundaries of Nos.21 and 40 Derwent Close. The proposed vehicular entrance would be opposite part of the side boundary of No.21 Derwent Close and obliquely opposite the front of No.89 Southwood Road. The proposed development would retain the existing hedgerow along this site boundary, with proposed two-storey houses sited side-on to the boundary. Proposed houses at Plot Nos.124-126 would back onto the site boundary at a distance of 35 metres from the front of No.93 Ively Road. The flank wall to flank separation of the Plot 152 house to No.21 Derwent Close would be 37 metres; and the flank of the Plot 140 house to the front of No.91 Southwood Road 33 metres. Nearer the Summit Roundabout, the flank elevation of the Plot 123 house would be 40 metres away at an angle to the front elevation of No.1 Ively Road. Whilst the outlook of properties opposite the Southwood Road boundary would change, the resulting relationships across the road would be acceptable in planning terms.

The remaining section of the application site boundary to the east is shared with Nos.84 Southwood Road and 4, 5, 6, 8, 12, 13, 14, 15, 16 and 18 Westglade. The final small section of the site boundary, in the north-east corner, adjoins a small grassed area with parking beyond. The existing commercial buildings at Futura House and Galaxy House are within approximately 30 metres. It is apparent that the design of the Crescent development took this into account, with substantial screen tree and shrub planting provided on this boundary. Incorporated into this screening is a curved free-standing 1.8 metre high brick wall set within the site boundaries. The actual boundary of the site shared with these adjoining properties is enclosed with chain-link fencing augmented by screen hedge beyond the site boundary. This existing screening would remain.

It is considered that relationships with neighbouring houses would be acceptable in planning terms. The replacement of existing commercial buildings with two-storey houses would generally improve the outlook and aspect of these neighbouring properties.

Plots 34-37 are a terrace of four 2-storey houses in the north-east corner of the site backing onto a communal grassed area and car parking beyond to the rear of the Westglade development. The Plot 37 house would be sited side on to Nos.13 and 14 Westglade at a distance of 17 metres; and would have a rear elevation separated from No.16 Westglade by 18 metres. Mature boundary planting is shown retained. The side elevation of the Plot 37 house would have no first-floor windows. A planning condition to remove permitted development rights for additional windows in the Plot 37 house is considered appropriate.

Network Rail have been consulted in respect of the application and have provided detailed requirements to be met by the developer in the conduct and undertaking of their proposed development. These requirements are enforced by Network Rail and the developers are required to make an entirely separate application to Network Rail seeking their consent for their proposed works. The applicant is aware of the Network Rail requirements, including the need to obtain a licence from them. Accordingly it is considered that any potential impacts of the proposed development on the adjoining railway property would be addressed outside the remit of the planning application.

Other residential properties to the north of the application site on the opposite side of the railway lines at Chiltern Avenue would be approximately 45 metres away at the nearest point. It is not considered that these properties would be subject to any material impact from the development.

No neighbouring residential dwellings are considered to be affected to the extent that planning permission could be reasonably withheld on this ground. It is therefore considered that the proposed development would result in acceptable relationships with neighbours.

4. The living environment created -

A Noise and Vibration Assessment has been submitted by the applicants. This confirms that the site is affected to an extent by railway and road noise. This can be satisfactorily dealt with by use of double-glazing and appropriate ventilation systems. It is proposed to install an acoustic fence along the railway boundary. It is considered that an acceptable internal and external noise environment can be provided for all of the proposed dwellings. The Head of Environmental Health & Housing accepts these conclusions and raises no objection to the living environment proposed on noise exposure grounds. Further information was sought from the applicants concerning the potential for the proposed acoustic fence to reflect railway noise towards existing residential properties in Chiltern Avenue on the opposite side of the railway. The Head of Environmental Health & Housing is satisfied on the basis of this submission that no undue impact on the noise environment at Chiltern Avenue would arise.

The proposal would provide 159 new dwellings of acceptable size, internal accommodation and relationships with neighbours. Although the proposed flats would have limited external amenity space, this is not unusual for flats. The majority of the flats would be provided with balconies and some communal amenity space would be provided within the site. Some significant landscaped areas would be retained on site.

It is considered that the living environment created would be acceptable in planning terms.

5. Impact on Wildlife -

The Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy is in place. This comprises two elements. Firstly, the provision of Suitable Alternative Natural Greenspace (SANG) at Southwood Woodland II in order to divert additional recreational pressure away from the Thames Basin Heaths Special Protection Area (TBHSPA) and secondly the provision of a range of Strategic Access Management and Monitoring Measures to avoid displacing visitors from one part of the TBHSPA to another and to minimize the impact of visitors on the TBHSPA. The proposal meets the criteria against which requests to allocate capacity at the Southwood Woodland II SANG will be considered. In accordance with the strategy, the applicant has agreed to make a financial contribution of £1,034,722 to provide and maintain the SANG at Southwood Woodland II that is to be secured by way of a s106 planning obligation. Natural England raises no objection to

proposals for new residential development in the form of Standing Advice provided that it is in accordance with the above strategy. Subject to the necessary s106 Agreement being completed in this respect, the proposal is therefore considered to have an acceptable impact on the Thames Basin Heaths Special Protection Area and to comply with the requirements of Core Strategy Policies CP11 and CP13.

The Council's Ecology Officer has raised no objections in terms of biodiversity. The Ecological Assessment submitted with the application is considered adequate. The Ecology Officer agrees with the applicant's Ecology Consultant that the habitats within the application site are of little intrinsic ecology value, with the vast majority of the site comprising buildings and hardstandings which continue to be subject to caretaking maintenance. Overall the site is considered to offer little scope for biodiversity and no statutory protected species were noted to be present. The existing mature and less formal planted margins of the site offer the best opportunities for biodiversity and are to be retained largely intact. Some measures for ecological enhancement are set out in the report and the Ecology Officer recommends that a condition be imposed requiring the recommendations in the report be implemented. It is also considered appropriate to add an informative to remind the applicants of their statutory obligations as far as protected species are concerned.

6. Highways considerations -

The application is accompanied by a Transport Assessment examining the highway implications of the proposed development compared with the situation that would occur with the existing offices in operation. As a result of comments raised by both Hampshire County Council and Rushmoor's Transportation Strategy Officer concerning the detailed design of the proposed new vehicular access onto Southwood Road and the internal layout design of the scheme, amended plans and supporting material were submitted on 16 May 2017. These are considered to have fully addressed the concerns that were initially raised by these consultees.

(a) Access/Egress Arrangements -

The main objections to the proposal have been on the grounds of access and impact on the local highway network. Of particular note is the view that the existing vehicular entrances from Apollo Rise should be used to serve the development or that a new entrance should be formed onto Summit Avenue. It is appropriate to look at alternative access options considered by the applicant, although it should be borne in mind that an applicant is not obliged to justify their choice of proposed vehicular access arrangements other than demonstrating that it is acceptable in highway terms. It is for the Council to consider whether or not those proposals are objectively acceptable. It is not material to this consideration for the Council to take into account alternative options believed or alleged to be more desirable.

The applicant did consider re-using the existing vehicular entrances on Apollo Rise despite the level of Apollo Rise being significantly higher than the natural ground level within the site. It would conceivably be possible to resolve this using ramped access. Forming a new entrance from Summit Avenue is not considered to be a realistic option given the limited spacing between the Apollo Rise junction and the Summit Roundabout on this primary strategic road.

The applicants do not consider the use of the existing entrances to be 'good planning'. The route faces the Business Park rather than integrating with existing residential development. There may be potential for conflict between commercial and domestic traffic. The applicant's site and context analysis identifies strong desire-line routes to/from the site to the east onto

Southwood Road, and the town centre beyond. The applicants consider they have demonstrated the proposed new Southwood Road access to be acceptable in highways terms and is their preferred option which they wish the Council to consider.

The amended plans of 16 May 2017, which included some modifications to the design of the proposed new access into the site from Southwood Road, have resulted in confirmation from Hampshire Highways that this is acceptable in technical terms. It is of sufficient width, geometry and design to serve the proposed development, including refuse and delivery lorries, emergency vehicles etc. The Highway Authority is satisfied that the proposed access can safely accommodate the level of traffic to/from the proposed development. Whilst concerns have been raised by objectors concerning the junction sight-lines because the proposed access is located on a bend in Southwood Road, it would be situated on the outside of the bend, such that the sight-lines are good and exceed those required. The position of the existing nearby bus-stop and traffic island opposite the end of Derwent Avenue are not considered to compromise the safety or operation of the proposed new access.

The possibility of speeding vehicles travelling west on Southwood Road around the bend then encountering stationary vehicles seeking to turn right into the proposed new entrance is not considered likely. Southwood Road is already 'traffic-calmed' seeking to reduce traffic speeds and there is 'Speedwatch Zone' signage on the approaches to the corner. The new entrance would include provision for additional warning signage and road marking.

The Highway Authority is satisfied that the proposed Southwood Road access is adequate to serve the proposed development alone. The additional proposed retention of the north-west Apollo Rise access point for emergency use is considered to be satisfactory as shown on the amended plans.

The principle of the proposed access arrangement is acceptable. The applicant is obliged to enter into an agreement with the highway authority to provide the roadworks, which will also consider the details of the design. Irrespective of the granting of a planning permission, no works can take place on the public highway without the Highway Authority's consent. Hampshire County Council can secure necessary agreements under highway legislation prior to works commencing on site.

Notwithstanding concerns raised by the Rushmoor Cycle Forum about provision for cycle and pedestrian access from the development being poor, the proposals are considered to make adequate provision for both. The transport Contribution sought by the Highway Authority would, in part, be directed to improvements to local pedestrian and cycleway links.

(b) Traffic Generation and Impact Upon Traffic Congestion -

A number of objectors cite traffic congestion and the capacity of Southwood Road, suggesting Southwood Road should be considered as a residential street that should not accommodate the extent of existing traffic. Although an unclassified road, Southwood Road is designated as a local distributor road and specifically identified as such in the road network of the Borough by the Rushmoor Local Plan.

The proposal involves the redevelopment of an existing substantial commercial office/research & development/light industrial use with approximately 1000 on-site parking spaces. The lawful use of the site could be resumed without the need for planning permission.

The submitted Transport Assessment considers the likely traffic generation of the proposed development compared to that of the existing lawful use. Both the number of vehicle trips that could be generated by the resumption of the existing commercial development and those which would be generated by the proposed development are calculated using the TRICS database. The Transport Assessment concludes that a fully occupied existing commercial development would be likely to generate 217 arrivals and 35 departures (235 two-way traffic movements) during the AM peak period (8.00 to 9.00am) and 27 arrivals and 185 departures (212 two-way traffic movements) during the PM peak period (5.00 to 6.00pm). The proposed residential re-development would, by comparison, be likely to generate significantly fewer traffic movements during the same peak periods : 24 arrivals and 64 departures (so 88 two-way traffic movements) during the AM peak, and 60 arrivals and 36 departures (96 two-way traffic movements) during the PM peak. It is therefore demonstrated that the proposed development would result in a theoretical net reduction of 165 two-way traffic movements during the AM peak and 115 during the PM peak.

The Transport Assessment considers the distribution of traffic arising from the existing and proposed development using travel pattern data from 2011 Origin-Destination Census data and also traffic count and queue length data undertaken on behalf of the applicants in 2015. Account is also taken of existing committed development schemes, including the proposed commercial development at Hartland Park allowed on appeal. Taking into account the change in the position of vehicular access for the site, it is concluded that whilst there would be some slight increases in net traffic volumes, these would not be significant and beyond the design capacity of the roads in the vicinity of the site, including Southwood Road. The Highway Authority accept the conclusions of the submitted Transport Assessment in this respect.

Objections to the proposed Southwood Road entrance cite existing occurrences of traffic queuing eastbound on Southwood Road, specifically during the evening peak period, which is thought likely to be exacerbated by the proposed development access. The Highway Authority agrees with the conclusions of the Transport Assessment that the additional traffic arising from the proposed development is unlikely to add significantly to this existing situation, particularly in comparison to the result of lawful resumption of the commercial use. It is noted that the cause of the queuing on Southwood Road appears to be congestion at the junction of Southwood Road with Cove Road that may have arisen from the closure of West Heath Road for road works. Whilst evidently inconvenient, the existence of a traffic queue in Southwood Road is not considered to give rise to significant highway safety issues. The existence of a queue can in fact lower traffic speeds.

Concerns have been expressed by objectors about the cumulative impact on traffic associated with the proposed Hartland Park development currently under consideration by Hart District Council. This is not yet an approved or accepted scheme and will be subject to traffic impact assessment of its own in the context of the planning application.

(c) Internal Layout –

The Council's Transportation Strategy Officer advises that the 16 May 2017 amendments and supporting information satisfactorily demonstrates that there are no issues for access by a large car or a Rushmoor refuse freighter. An analysis of the internal road junctions shows there to be adequate sight lines given the lower traffic speeds that would be encountered.

(d) Parking -

Each of the proposed dwellings would be provided with parking spaces of acceptable

number, size, location and arrangement, meeting the Council's adopted Parking Standards in full. Adequate visitor parking spaces are also provided in accordance with adopted requirements.

The proposed parking is considered acceptable to meet the functional needs of the development in this sustainable location. This conclusion is supported by the Highways Authority and the Council's Transportation Strategy Officer.

(e) Bicycle Parking, Refuse Collection and Deliveries -

Acceptable provision is made for bicycle parking on-site. In excess of 400 bicycle parking spaces can be provided. Each house has access to their garden areas where sheds would be used for domestic storage of this nature. Bin storage arrangements would also be acceptable. With respect to bin collection arrangements, the Community Contracts Manager has expressed concern that the proposed bin collection areas for the proposed flat blocks may be too small. There is scope to make adjustments that would resolve this matter. This can be satisfactorily dealt with by imposition of a suitable condition. The revised site layout is designed to enable access by refuse lorries and provides sufficient space for delivery lorries and vans.

(f) Transport Contributions -

The Highways Authority seek a Transport Contribution of £120,000 towards improvements to local pedestrian and cycleway links and a towards enhancements to local bus services. These are considered to be appropriately and reasonably related to addressing the impacts of the proposed development. Given the changes to the use of the site and the proposed means of vehicular access, it is inevitable that there would be consequential improvements needed to the local pedestrian and cycleway network to integrate the proposed development into the wider transport network. The Transport Contribution would be secured through the s106 Agreement.

Details of a Framework Travel Plan have been included in the Transport Assessment and also revised with the 16 May 2017 amendments. The Highway Authority considers these revised details to be acceptable. The applicant also commits to paying the HCC travel plan monitoring and evaluation fee, identifying the payment as £16,500. The requisite Travel Plan and contributions would be secured by the s106 Agreement.

(g) Construction Access -

Although the construction and other impacts of the implementation of a planning permission cannot be taken into material account in the determination of a planning application, the Highway Authority recommend that the preparation and submission to the Council for approval (as appropriate) of a Construction Management Plan is required by condition.

Conclusions –

As a result in changes in Government Planning Policy and Practice Guidance since 2015, in order to raise reasons for refusal to planning applications on highways grounds it is necessary for the Local Planning Authority to demonstrate with clear evidence that the proposals would give rise to a 'severe' impact to the safety and/or convenience of highway users. Accordingly, it is no longer possible to cite an adverse impact on highway safety and/or convenience : the adverse impact must now be demonstrably 'severe'.

It is clear that there are significant local concerns about the proposed development incorporating a new vehicular entrance from Southwood Road. However the technical evidence does not support the conclusion that the impact would be 'severe'. When compared to the potential impact of the resumption of lawful commercial use, the impact of the current proposal would not be significant in highway terms. The design of the proposed entrance is both conventional and acceptable in highways terms. As a result, there are no highways objections to the proposals as amended on 16 May 2017 from either the Highway Authority or the Council's Transportation Strategy Officer.

7. Social Infrastructure Provision -

Objections have been raised to the proposals on grounds that, in combination with other housing developments in the vicinity, existing problems with social infrastructure (such as access to healthcare and education) would be exacerbated. No views have been forthcoming from Hampshire County Council concerning education provision. The North East Hampshire & Farnham Clinical Commissioning Group (the CCG) has raised an objection to the proposed development on the basis that it may place additional pressure on local GP and primary care services and care facilities. Information has been submitted in response by the applicant's agent demonstrating that capacity already exists within existing health care infrastructure provision to accommodate the needs arising from their proposed development.

The Rushmoor Infrastructure Plan, which is key evidence for the new Local Plan, is the most appropriate place to identify capacity issues with healthcare infrastructure in Rushmoor. The Rushmoor Infrastructure Plan sets out that the CCG Primary Care Strategy (2016) identifies the need for a new model of access to primary care services, but that there is currently no method of collating demand data. This makes it difficult to provide the robust evidence (rather than colloquial commentary) required to identify specific schemes and to justify a financial contribution. At this stage it is only possible to generate rough estimates of capacity requirements. The Strategy states that the CCG will be working with GP Practices to implement a tool to map existing demand, measure capacity and utilise a trigger system for times of pressure. The outputs from such a methodology are likely to provide objective data to support infrastructure planning. The Council will work with the CCG to explore the collection of robust evidence to support new Local Plan policies. Further, through reviews of the Infrastructure Plan, the Council will assess the adequacy of healthcare infrastructure provision in the context of future planned development in order to set out healthcare infrastructure requirements.

The CCG objection to this particular development therefore must be considered on the basis of the available evidence to justify a contribution from a development of this scale in this location, and is set in the context of the more strategic Rushmoor Infrastructure Plan and Local Plan approach to infrastructure provision and planning obligations as set out above.

Development Plan policies support the provision of and/or financial contribution towards appropriate infrastructure, including health care related infrastructure, where justified by robust evidence. Core Strategy Policy CP10 and Draft Submission Policy IN1 set out that development should provide or meet the reasonable costs of providing infrastructure to meet the needs arising from the proposal and key infrastructure requirements are set out in the Infrastructure Plan. However, crucially to date, no clear and robust evidence has been submitted to support the need for this particular development to mitigate the impact on healthcare infrastructure in the Southwood area. s106 pooling restrictions also impose a particular constraint on the number of separate development projects from which contributions can be secured, which necessitates that the Council take a strategic approach to seeking and collecting such contributions from those schemes that could justify and

secure the resources to enable additional infrastructure capacity to actually be provided.

In this light, and the absence of robust evidence, it is concluded that it is not appropriate to seek a financial contribution from this particular development towards healthcare and, indeed, other forms of social infrastructure.

8. Affordable Housing –

Core Strategy Policy CP6 requires provision of 35% affordable housing with developments of 15 or more net dwellings subject to site viability. The application is accompanied by a viability assessment carried out on behalf of the applicant making the case that the current application site could not sustain more than 20% affordable housing provision (equating to 32 dwelling units) on viability grounds. In this respect, the proposed affordable housing units would be distributed throughout the proposed development and would be a mixture of unit sizes and tenures aimed at meeting some of the housing need in the area. The Council's Housing Team welcome the proposals and consider that they would be appropriate for the housing needs of the area.

The applicant's financial viability submissions have been assessed independently on behalf of the Council by DVS property specialists, the commercial arm of the District Valuer's Office, whom agree with the viability case submitted. It is considered that the 20% (32 dwelling unit) affordable housing proposal is acceptable and complies with the requirements of Core Strategy Policy CP6. It is recommended that, to ensure that the applicant does not benefit from any improvement in market value, or cost savings in the implementation of the development, without making an additional contribution to affordable housing, the development is subject to a financial re-assessment clause within the s106 legal agreement.

This means that, should the development be incomplete three years after commencement, and the financial return from the scheme is found to have increased substantially, an appropriate financial contribution would be made to the Council towards the provision of additional affordable housing. This would be up to the ceiling of the equivalent of the full 35% provision (a further 24 dwelling units) sought by Policy CP6.

9. Sustainable Development and Renewable Energy -

Following the Royal Assent of the Deregulation Bill 2015 (on 26 March 2015) the Government's current policy position is that planning permissions should no longer be granted requiring or subject to conditions requiring compliance with any technical housing standards such as the Code for Sustainable Homes. This is other than for those areas (such as Rushmoor) where Councils have existing policies referring to the attainment of such standards. In the case of Rushmoor this means that we can still require energy performance in accordance with Code Level 4 as set out in Policy CP3 of the Rushmoor Core Strategy. Sustainability and Energy Statements were submitted with the application in this respect. Such measures may be secured by way of condition and on this basis no objection is raised to the proposal in terms of Policy CP3.

10. Surface Water Drainage -

A Surface Water Drainage Strategy Report has been submitted with the application. The site is located on land at lowest risk of flooding. The applicants indicate that a SUDS system would be incorporated into the development to deal with surface water drainage on site. The Lead Local Flood Authority consider that the submitted information is acceptable in principle and forms a sound basis on which to design a detailed scheme. Accordingly, subject to the

imposition of a condition to require the submission of details in this respect, it is considered that the requirements of Core Strategy Policy CP4 would be met.

11. Access for People with Disabilities –

It is considered that there is no reason why development would be unable to provide adequate access for people with disabilities, where necessary, in accordance with the Building Regulations. In the circumstances it is considered that adequate facilities would be provided for people with disabilities using the proposed development.

12. Public open space -

The Local Plan seeks to ensure that adequate public open space (POS) provision is made to cater for future residents in connection with new residential developments. Core Strategy Policy CP10 and saved Local Plan Policies OR4 and OR4.1 allow provision to be made on the site, or in appropriate circumstances, a contribution to be made towards upgrading facilities nearby. The policy does not set a threshold of a particular number of dwellings or size of site above which the provision is required. In this case, the scheme is able to provide childrens' play space on site sufficient to cover this element of the overall POS requirement, in addition to some significant retention and new provision of landscape planting. However a financial contribution is required towards the off-site provision/enhancement of the amenity open space and sport pitch elements. It is considered that planning conditions can be imposed to require the retention, and submission of details of the proposed management, of the on-site play spaces and landscaping.

This is a circumstance where a contribution (in this case £236,590 towards the off-site provision of the POS amenity open space and sports pitch elements (comprising habitat improvements and footpath renovation at Southwood Meadows/Southwood Playing Fields and pitch refurbishments at Southwood Playing Fields) secured by way of a planning obligation would be appropriate. Subject to the applicant satisfactorily completing and submitting the s106 Agreement in this respect, the proposal is considered to be acceptable within the terms of Core Strategy Policies CP10, CP11 and CP12 and saved Local Plan Policy OR4.

Conclusions -

The proposal is considered to be acceptable subject to appropriate conditions and s106 financial contributions. It is considered that the proposals are acceptable in principle, to have an acceptable impact on the visual character and appearance of the area, to have no material or adverse impact on neighbours, and to provide an acceptable living environment. On the basis of the provision of a Transport Contribution, the proposed development is considered acceptable in highway terms. On the basis of the provision of a contribution towards the enhancement of existing public open space in the vicinity of the site, the proposals are considered to comply with the Council's. On the basis of the provision of a contribution towards the Southwood Woodland II SPA mitigation and avoidance scheme, the proposals are considered to have no significant impact upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area. On the basis of the independent assessment of the submitted Economic Viability Appraisal Report, and subject to the re-appraisal should the implementation of the proposed development be protracted, it is considered that the proposals are compliant with the requirements of Core Strategy Policy CP6. The proposals are thereby considered acceptable having regard to Policies SS1, CP1, CP2, CP5, CP6, CP10, CP11, CP12, CP13, CP15, CP16, and CP17 of the Rushmoor Core Strategy; saved Local Plan Policies ENV5, ENV13, ENV16, ENV21 & 22, ENV41-43, TR10,

OR4/OR4.1 and H14; and consistent with the approach indicated by draft policies of the Submission Draft new Rushmoor Local Plan 2014-2032.

FULL RECOMMENDATION

It is therefore recommended that subject to the completion of a satisfactory Planning Obligation under Section 106 of the Town and Country Planning Act 1990 by 25 September 2017 to secure the following:-

- 1) **£1,034,722.00** towards SPA avoidance and mitigation and access management at the Southwood Woodland II SANG mitigation scheme (comprising £932,750.00 SANG & £101,972.00 SAMM contributions).
- 2) **£236,590.00** towards the off-site provision of public open space comprising habitat improvements and footpath renovation at Southwood Meadows/Southwood Playing Fields (£129,049.00) and pitch refurbishments at Southwood Playing Fields (£107,541.00);
- 3) **£120,000.00** Transport Contribution towards improvements to local pedestrian and cycleway links to the site and/or towards enhancements to local bus services;
- 4) **£16,500.00** for the implementation, evaluation and monitoring of the Travel Plan;
- 5) To secure the provision on-site of **32 Affordable Housing units** of a mix of sizes and tenures to meet local housing needs; and
- 6) Financial viability re-assessment clauses in the event that the implementation and completion of the scheme is protracted beyond three-years from commencement and market conditions improve the value of the scheme.

the Head of Planning in consultation with the Chairman be authorised to **GRANT** planning permission subject to the following conditions and informatives:-

However, in the event that a satisfactory s106 Agreement is not received by 25 September 2017 the Head of Planning, in consultation with the Chairman, be authorised to refuse planning permission on the grounds that the proposal does not make satisfactory provision for a transport contribution in accordance with Council's adopted 'Transport Contributions' SPD and Core Strategy Policies CP10, CP16 and CP17; does not make satisfactory provision for public open space in accordance with Core Strategy Policies CP10, CP11 and CP12 and saved Local Plan Policy OR4; a financial contribution to mitigate the effect of the development on the Thames Basin Heaths Special Protection Area in accordance with The Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy and Core Strategy Policies CP11 and CP13; and affordable housing in accordance with Core Strategy Policy CP6.

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

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

- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings:- PRP Architects Drawing Nos.AA4279-2000 REV.C, -2001 REV.B, -2002 REV.B; -2003 REV.B; -2004 REV.B, -2005 REV.B, -2006 REV.B, -2007 REV.B, -2008 REV.B, -2009 REV.B, -2010 REV.B, -2011 REV.B; -2012 REV.B, -2013 REV.B, -2014 REV.A, -2020 REV.A, -2021 REV.K, -2022 REV.F, -2023 REV.E, -2024 REV.E, -2025 REV.F, -2026 REV.E, -2027 REV.F, -2028 REV.C, -2030 REV.E, -2031 REV.D, -2032 REV.G, -2033 REV.G, -2034 REV.G, -2035 REV.G, -2036 REV.E, -2037 REV.E, -2038 REV.E, -2039 REV.E, -2040 REV.G, -2041 REV. H, -2042 REV.B, -2043 REV.B, -2044 REV.B, -2045 REV.B, -2046 REV.B, -2047 REV.B, -2048 REV.B, -2049 REV.B, -2050 REV.B, -2051 REV.B, -2055 REV.B; VECTOS Drawing No.151703/A/03 REV.M; PRP Architects Design & Access Statement, Energy Report, Sustainability Statement & Addendum to the Design & Access Statement (May 2017); Quod Planning Statement & GP Practice Capacity & Demand Report (June 2017); Vectos Transport Statement incorporating Initial Travel Plan, Technical Transport Notes (a 'Response to Highways Comments : January 2017' and 'Further Response to Highway Comments March 2017') & Revised Initial Travel Plan (May 2017); Quod Financial Appraisal Supporting Statement (Financial Viability) Report; Peter Brett Noise & Vibration Assessment, Phase 1 Ground Conditions Assessment, Flood Risk Assessment & Surface Water Drainage Strategy; Ecology Solutions Ltd Ecological Assessment; SJA Trees Arboricultural Implications Report (revised version May 2017); Legal & General Statement of Community Involvement.

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

- 3 No works shall start on site until a schedule and/or samples of the external materials to be used in the development have been submitted to, and approved in writing by, the Local Planning Authority. The Development shall be completed and retained in accordance with the details so approved.

Reason - To ensure satisfactory external appearance. *

- 4 No works shall start on site until a schedule and/or samples of surfacing materials, including those to access driveways/forecourts to be used in the development have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be completed and retained in accordance with the details so approved

Reason - To ensure satisfactory external appearance and drainage arrangements.*

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

Reason - To ensure a satisfactory form of development in relation to neighbouring property.*

- 6 All screen and boundary walls, fences, hedges or other means of enclosure (including the acoustic fences identified in the Peter Brett Associates Noise & Vibration Assessment Report (September 2016) hereby approved shall be installed and completed in full as approved prior to the practical completion of the development and retained in

accordance with the details so approved thereafter.

Reason - To safeguard the amenities of neighbouring property.*

- 7 Notwithstanding the indications provided by the plans hereby approved, prior to occupation of the flat blocks A, B and C, revised details of the arrangements made for the on-site storage of refuse and recycling bins to be provided for each block shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and retained in accordance with the details so approved.

Reason - To safeguard the amenities of the area and to ensure that adequate storage capacity is provided for each of the flat blocks.*

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

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

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

Reason - To protect the amenities of neighbouring residential properties

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

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

- 11 Prior to the first occupation of the flats hereby permitted, details for a communal aerial/satellite dish system shall be submitted to and approved in writing by the Local Planning Authority. The new flats hereby permitted shall not be occupied until the approved scheme has been installed and made operational.

Reason - In the interest of the visual amenity of the area by avoiding the unnecessary proliferation of aerial/satellite dish installations on the building.

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

- (a) the provision to be made for the parking and turning on site of operatives and construction vehicles during construction and fitting out works;
- (b) the arrangements to be made for the delivery of all building and other materials

- to the site, including construction servicing/delivery routes;
- (c) the provision to be made for any storage of building and other materials on site;
- (d) measures to prevent mud from being deposited on the highway;
- (e) the programme for construction; and
- (f) the protective hoarding/enclosure of the site.

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

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

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

Reason - In the interests of visual amenity.

- 14 Before any construction works commence on site, details of all external lighting to be installed within the site and/or on the exterior of the buildings hereby permitted shall be submitted to and approved by the Local Planning Authority. The submitted details shall indicate the purpose/requirement for the lighting proposed and specify the intensity, spread of illumination and means of controlling the spread of illumination (where appropriate). The external lighting proposals as may subsequently be approved shall be implemented solely in accordance with the approved details and retained thereafter solely as such unless otherwise first agreed in writing by the Local Planning Authority. With the exception of lighting identified and agreed as being necessarily required solely for maintaining the security of the site/building during night-time hours, no other external lighting shall be used/operated during night-time hours (2300 to 0700 hours daily) unless otherwise first agreed in writing by the Local Planning Authority.

Reason - In the interests of the amenities of nearby residential properties; and to ensure that there is no unnecessary use of lighting at the site.

- 15 The dwelling units hereby permitted shall not be occupied until the new vehicular entrance from Southwood Road (including unobstructed sight-lines of the extent indicated on approved Vectos Drawing No.151703/A/03 Rev.M), emergency vehicle access, pedestrian and cycleway links, parking spaces, bicycle storage and bin storage areas shown on the approved plans have been constructed, surfaced and made available to occupiers of the development. The works so undertaken and facilities and sight lines provided shall be retained thereafter at all times for their intended purposes as shown on the approved plans. Furthermore, for the avoidance of any doubt, the parking spaces shall not be used at any time for the parking/storage of boats, caravans or trailers.

The reinstatement of the public footway to those portions of the site frontage no longer required for vehicular access as a result of the development shall be implemented in full prior to the first occupation of any of the dwellings hereby approved.

Reason - For the avoidance of doubt and to ensure the provision, allocation and retention of adequate vehicular and other access, off-street car and bicycle parking, servicing, and bin storage within the development.

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

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

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

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

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

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

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

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

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

18 Prior to the first occupation of any of the dwellings hereby permitted, details for the management/maintenance of the on-site communal play areas shall be submitted to and approved in writing by the Local Planning Authority. The on-site parking areas shall subsequently be provided available for use prior to the practical completion of the development; and retained and maintained thereafter.

Reason - To ensure the satisfactory provision, retention and maintenance of the on-site communal play areas in perpetuity for their stated purpose.

19 Prior to the first occupation of the dwellings hereby permitted the acoustic barriers fences and other acoustic protection measures identified in the Peter Brett Associates Noise & Vibration Assessment Report (September 2016) hereby approved shall have been implemented in full and shall subsequently be retained thereafter.

Reason - In the interests of the amenities of occupiers of the proposed dwellings.

20 Prior to the first occupation of any of the dwellings hereby permitted, details of measures to achieve the energy performance standards in accordance with Code Level 4 of the Code for Sustainable Homes or equivalent for each of the dwelling units hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Such details as may be approved shall be implemented in full prior to the first occupation of the dwelling(s) to which they relate and retained in perpetuity.

Reason - To reflect the objectives of Policy CP3 of the Rushmoor Core Strategy. *

21 Site clearance and works to implement the permission hereby permitted shall be undertaken in accordance with the recommendations of the Ecology Solutions Ltd. Ecological Assessment Report (September 2016) hereby approved.

Reason - In the interests of protected wildlife.

22 All planting, seeding or turfing comprised in the details of landscaping hereby approved shall be carried out in the first planting and seeding season following the occupation of the buildings or the practical completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise first agreed in writing by the Local Planning Authority.

Reason - In the interests of amenity and to help achieve a satisfactory standard of landscaping.

23 No works shall start on site until existing trees and shrubs/hedges to be retained on and adjoining the site have been adequately protected from damage during site clearance and works in accordance with the details that are set out in the SJA Trees Arboricultural Implications Report (September 2016) and tree retention and removal plans hereby approved with the application. Furthermore, no materials or plant shall be stored and no buildings erected within protective fencing to be erected at the margins of the root protection area of each tree/shrub/hedge to be retained as appropriate.

Reason - To ensure that existing trees are adequately protected in the interests of the visual amenities of the site and the locality in general.

24 Notwithstanding the details submitted with the application, prior to the commencement of development details of measures to incorporate Sustainable Drainage Systems (SUDS) into the new built development shall be submitted to and approved in writing by the Local Planning Authority. Such details as may be approved shall be implemented in full prior to the first occupation of the newly built residential units and retained in perpetuity.

Reason - To reflect the objectives of Policy CP4 of the Rushmoor Core Strategy. *

- 25 With the exception of any trees specifically shown on the approved plans to be felled, or as may be otherwise agreed in writing by the Local Planning Authority, no tree, or hedge within the application site shall be lopped, topped, felled, destroyed or damaged.

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

- 26 No part of the development hereby approved shall be used or occupied until the road(s) and/or footpath(s) have been completed in accordance with a specification to include:
(i) all relevant horizontal cross-sections and longitudinal sections showing existing and proposed levels, details of street lighting and surface water disposal provision; and
(ii) a programme for their construction;
which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works on site.

Reason - To ensure the provision of access to the development on roads and footpaths of a satisfactory standard.*

- 27 No part of the development hereby approved shall be occupied until a landscape management plan detailing management responsibilities and maintenance schedules has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved.

Reason - To ensure the amenity value of the trees shrubs and landscaped areas is maintained.*

INFORMATIVES

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

The proposals are considered to be acceptable subject to appropriate conditions and/or s106 financial contributions being secured. It is considered that the proposals are acceptable in principle, to have an acceptable impact on the visual character and appearance of the area, would have no material and adverse impact on neighbours, and would provide an acceptable living environment. On the basis of the provision of a Transport Contribution, the proposed development is considered acceptable in highway terms. On the basis of the provision of a contribution towards the enhancement of existing public open space in the vicinity of the site, the proposals are considered to comply with the Council's policies concerning provision and enhancement of public open space. On the basis of the provision of a contribution towards the Southwood Woodland II SPA mitigation and avoidance scheme, the proposals are considered to have no significant impact upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area. On the basis of the independent assessment of the submitted Economic Viability Appraisal Report, and subject to the re-appraisal should the implementation of the proposed development be protracted, it is considered that the proposals are compliant with the requirements of Core Strategy Policy CP6. The proposals are thereby considered acceptable having regard to Policies SS1, CP1, CP2, CP5, CP6, CP10, CP11, CP12, CP13, CP15, CP16, and CP17 of the Rushmoor Core Strategy; saved Local Plan Policies ENV5, ENV13, ENV16, ENV21 & 22, ENV41-43, TR10, OR4/OR4.1 and H14; and consistent with the approach indicated by draft policies

of the Submission Draft new Rushmoor Local Plan 2014-2032.

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

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

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

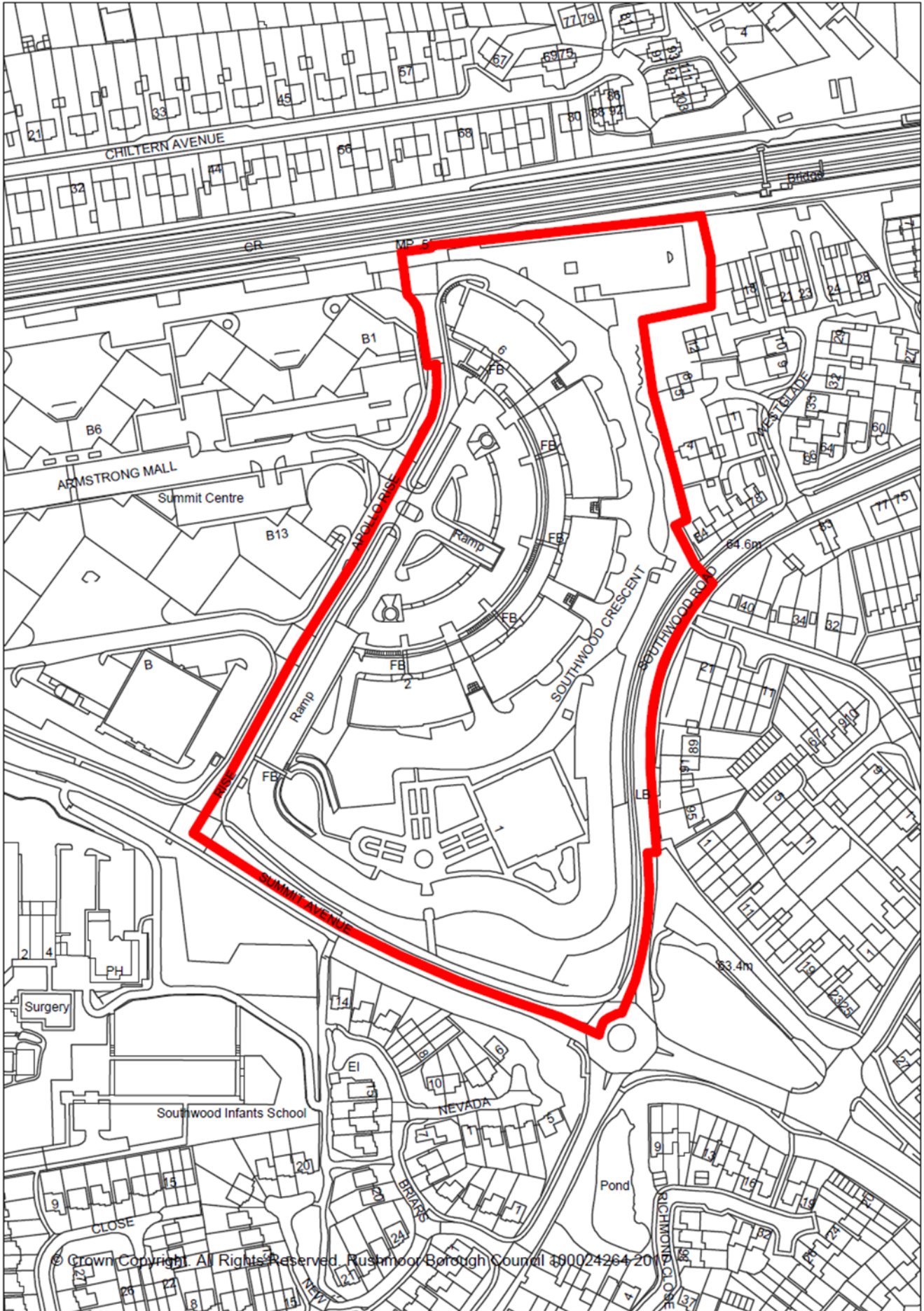
The Council will consider the expediency of taking enforcement action against any such development and may refer to any such breach of planning control when responding to local searches. Submissions seeking to discharge conditions or requests for confirmation that conditions have been complied with must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

- 3 INFORMATIVE - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 4 INFORMATIVE - The applicant is recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by:
- a) ensuring the design and materials to be used in the construction of the building are consistent with these aims; and
 - b) using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.
- 5 INFORMATIVE - The applicant is advised to follow good practice in the demolition of the existing buildings on site including the re-use of all material arising from demolition as part of the redevelopment wherever practicable. Please contact Les Murrell, Strategy Co-ordinator (Sustainability) at Rushmoor Borough Council on 01252 398538 for further information.
- 6 INFORMATIVE - The applicant is advised to contact the Recycling and Waste Management section at Rushmoor Borough Council on 01252 398164 with regard to providing bins for refuse and recycling. The bins should be:
- 1) provided prior to the occupation of the properties;
 - 2) compatible with the Council's collection vehicles, colour scheme and specifications;
 - 3) appropriate for the number of occupants they serve;
 - 4) fit into the development's bin storage facilities.
- 7 INFORMATIVE - The planning permission hereby granted does not authorise the applicant, or his agents, to construct a new/altered access to, or other work within, the public highway. A separate consent for works within the highway must first be obtained from the highway authority who may be contacted at the following address:- Hampshire County Council Highways Sub Unit, M3 Motorway Compound, Hook, Hampshire, RG27

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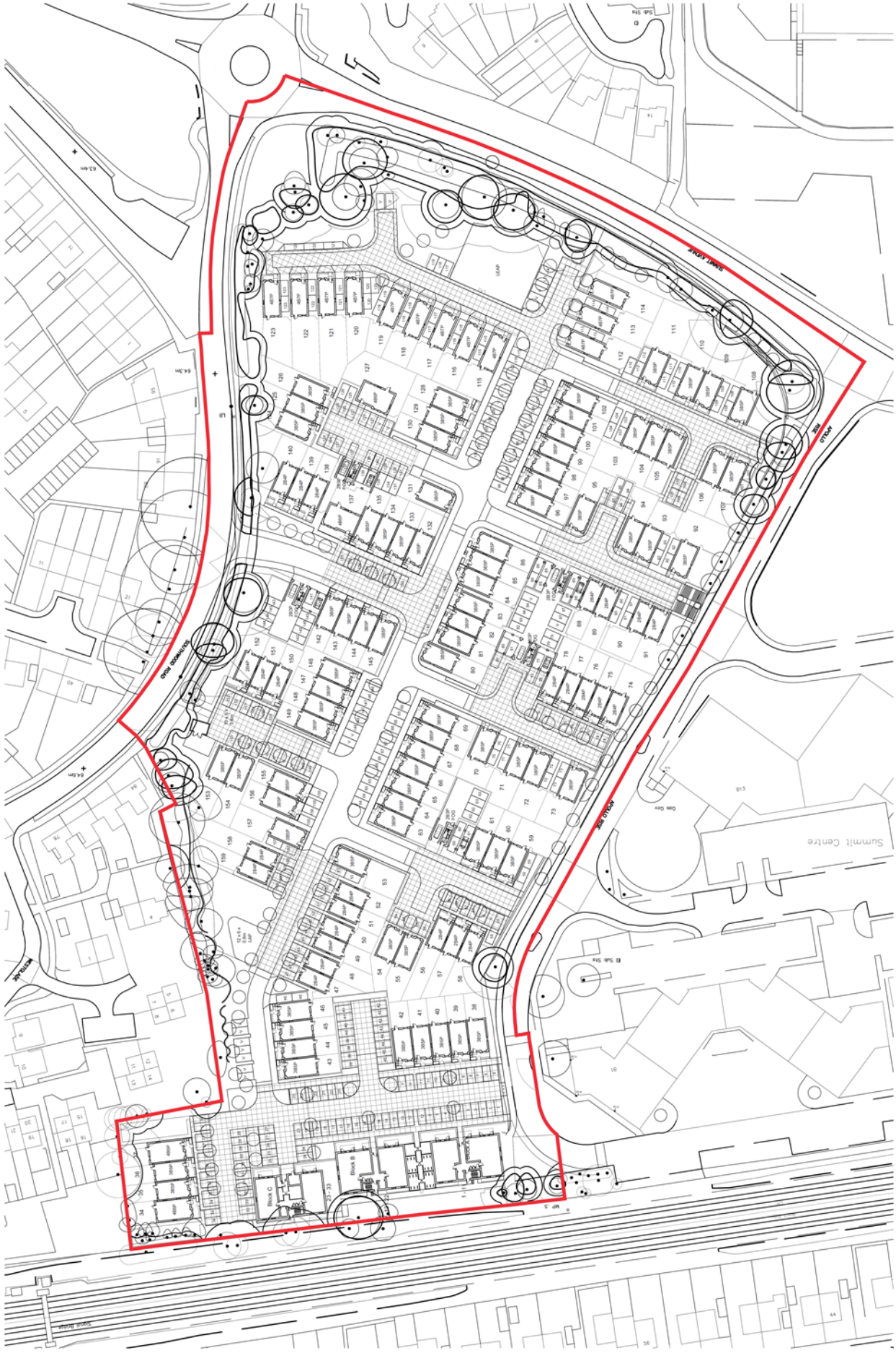
- 8 INFORMATIVE - Measures should be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway throughout the construction period.
- 9 INFORMATIVE - Desk top studies and site investigation reports dealing with Land Contamination should be prepared in accordance with guidance in Contaminated Land Research Report Nos. 2 & 3 and BS10175: 2001
- 10 INFORMATIVE - The tree works permitted should be carried out in accordance with good practice as stated in "British Standard: Recommendations for Tree Work", BS3998.
- 11 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Environmental Health for advice.
- 12 INFORMATIVE - The applicant is advised to contact the Head of Environmental Health regarding the requirement to provide acoustic insulation. Any scheme of acoustic insulation must be in accordance with the specifications provided in Schedule 1 of the Noise Insulation Regulations 1975 and must include details of acoustic mechanical ventilation and, where appropriate, solar control.
- 13 INFORMATIVE - Future occupiers of the development should be made aware that aircraft approaching and departing TAG Farnborough Airport could be seen, and (dependent on weather conditions and ambient noise from other sources) heard from the application site.
- 14 INFORMATIVE - It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas a dwelling should have separate connections: a) to the public foul sewer to carry waste from toilets, sinks and washing machines, etc, and b) to public surface water sewer for rainwater from roofs and surface drains. Mis-connections can have serious effects: i) If a foul sewage outlet is connected to a public surface water sewer this may result in pollution of a watercourse. ii) If a surface water outlet is connected to a public foul sewer, when a separate surface water system or soakaway exists, this may cause overloading of the public foul sewer at times of heavy rain. This can lead to sewer flooding of properties within the locality. In both instances it is an offence to make the wrong connection. Thames Water can help identify the location of the nearest appropriate public sewer and can be contacted on 0845 850 2777.
- 15 INFORMATIVE - The applicant is advised that during the demolition and construction phases of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Head of Environmental Health.
- 16 INFORMATIVE - The applicant is requested to bring the conditions attached to this permission to the attention of all contractors working or delivering to the site, in particular any relating to the permitted hours of construction and demolition; and where practicable to have these conditions on display at the site entrance(s) for the duration of the works.

- 17 INFORMATIVE - In the UK all species of bats are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and under Schedule 2 of the conservation (Natural Habitats & c) Regulations 2004. Other species are also subject to statutory protection. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works would constitute an offence. If bats or signs of bats, or any other protected species, are encountered at any point during development then all works must stop immediately and local Natural England office and Rushmoor Borough Council must be informed.
- 18 INFORMATIVE - The Local Planning Authority's commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.





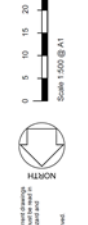
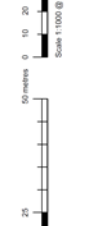
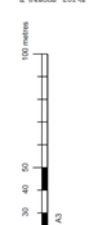
Aerial photograph of The Crescent (courtesy of Bing Maps)



Office: Suite 101, The Crescent Farmborough, KAA4279-2021
 London, E16 1JH
 020 7603 1000

PRP
 PLANNING

| Rev | Date | Description | Drawn | Checkd | Date |
|-----|------------|-------------------|-------|--------|------------|
| 1 | 10/10/2021 | Issue for comment | AW | AW | 10/10/2021 |
| 2 | 10/10/2021 | Issue for comment | AW | AW | 10/10/2021 |
| 3 | 10/10/2021 | Issue for comment | AW | AW | 10/10/2021 |
| 4 | 10/10/2021 | Issue for comment | AW | AW | 10/10/2021 |
| 5 | 10/10/2021 | Issue for comment | AW | AW | 10/10/2021 |
| 6 | 10/10/2021 | Issue for comment | AW | AW | 10/10/2021 |
| 7 | 10/10/2021 | Issue for comment | AW | AW | 10/10/2021 |
| 8 | 10/10/2021 | Issue for comment | AW | AW | 10/10/2021 |
| 9 | 10/10/2021 | Issue for comment | AW | AW | 10/10/2021 |
| 10 | 10/10/2021 | Issue for comment | AW | AW | 10/10/2021 |



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SECTION AA (PART I)



SECTION AA (PART II)



SECTION AA (PART III)

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Scale 1:200 @ A1



| Rev | Date | Description | By | Check | Scale |
|-----|----------|-------------------------------|----|-------|-------|
| 1 | 10/11/24 | Issue for public consultation | AA | AA | 1:200 |
| 2 | 10/11/24 | Issue for public consultation | AA | AA | 1:200 |
| 3 | 10/11/24 | Issue for public consultation | AA | AA | 1:200 |
| 4 | 10/11/24 | Issue for public consultation | AA | AA | 1:200 |
| 5 | 10/11/24 | Issue for public consultation | AA | AA | 1:200 |

THE CRESCENT FARNBOROUGH
 Proposed Street
 Section/Elevation AA

AA279/2024
 E
 PLANNING





SECTION BB (PART II)



SECTION BB (PART III)



SECTION BB (PART IV)

SECTION BB (PART II)
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THE CRESCENT FARMBOROUGH
 Proposed Street
 Section/Elevation BB

PRP
 PLANNING

0044279/2025
 F
 19/12/2015
 Issue 0/1/1 1:200



0044279/2025
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 19/12/2015
 Issue 0/1/1 1:200

PRP
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THE CRESCENT FARMBOROUGH
 Proposed Street
 Section/Elevation BB

0044279/2025
 F
 19/12/2015
 Issue 0/1/1 1:200



0044279/2025
 F
 19/12/2015
 Issue 0/1/1 1:200

PRP
 PLANNING



SECTION CC

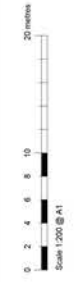


SECTION DD



SECTION EE

CON REGULATIONS 2015. All content is subject to change without notice. The work is for the use of the client only and is not to be used for any other purpose. All dimensions are in millimeters unless otherwise stated. All dimensions to be confirmed by the client.



| Rev | Date | Description | Drawn | Checked | By |
|-----|------------|--------------------|-------|---------|----|
| 1 | 14/12/2018 | Issue for approval | MM | MM | MM |

THE CRESCENT FARBOROUGH
 Proposed Street
 Section/Elevations CC, DD & EE

AA42792026
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 PLANNING

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SECTION FF



SECTION GG (PART I)



SECTION GG (PART II)

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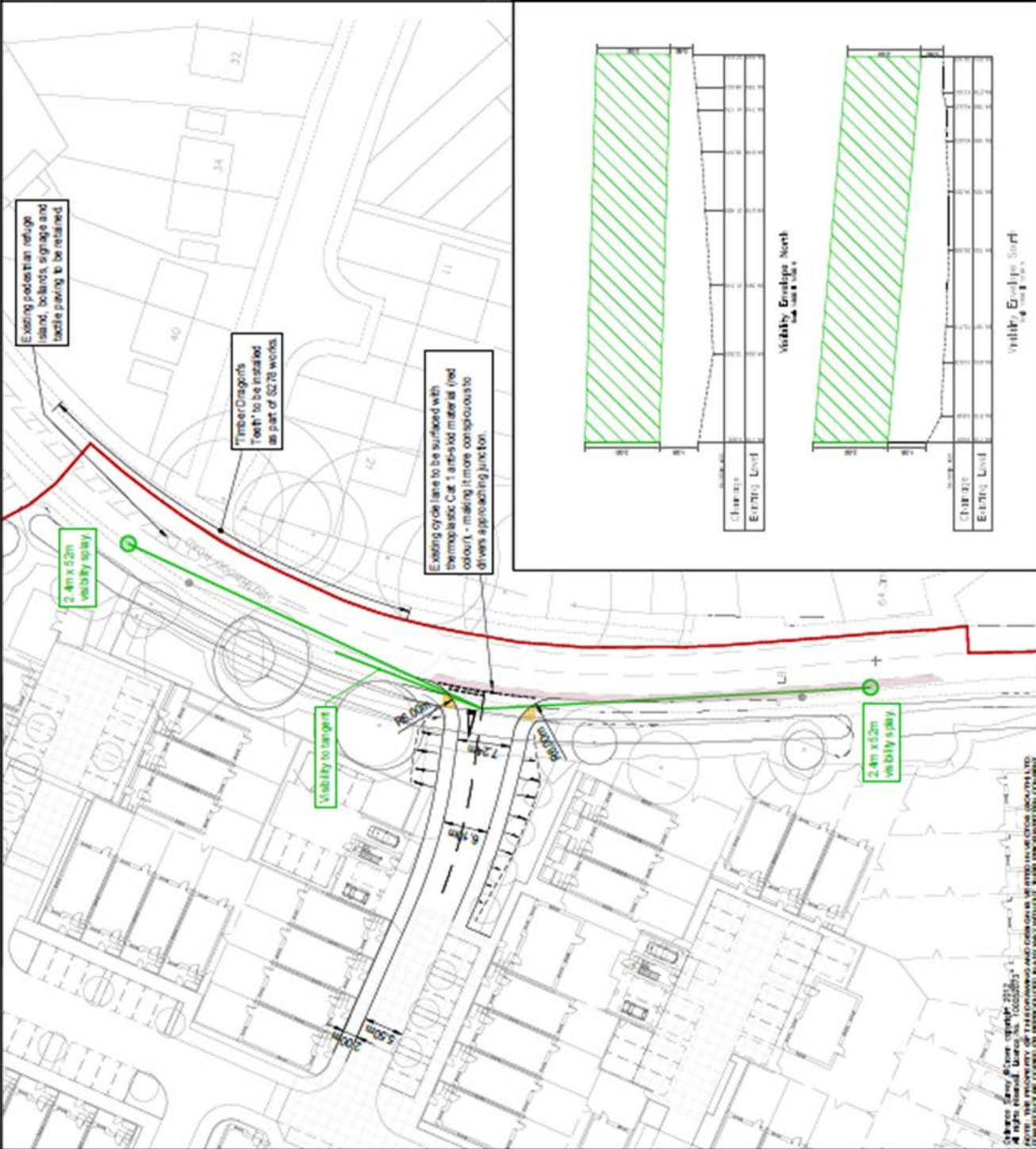


| Item | Details | Scale |
|------|----------------------------|-------|
| 1 | Proposed Street | 1:200 |
| 2 | Section/Elevations FF & GG | 1:200 |
| 3 | Planning | 1:200 |

THE CRESCENT FARNBOROUGH
 Proposed Street
 Section/Elevations FF & GG
 PLANNING

PRP
 020 7603 1200
 London





Notes

- This set of drawings is to be read in conjunction with the following documents only:
- Working in relation to the
- Based on layout provided by Highways, A427/2017 Proposed Site Layout

Key

— Red Line Boundary

| REV | DETAILS | DATE | CREATED | CHK |
|-----|------------------------------------|------------|---------|-----|
| M | Architect's layout updated | 16.08.2017 | UK | UK |
| L | Architect's layout updated | 20.04.2017 | UK | UK |
| K | Spotlights at AOC, concrete | 11.06.2017 | UK | UK |
| J | Architect's layout updated, access | 08.05.2017 | PW | PW |
| I | Access to all | - | - | - |
| H | Architect's layout updated | 24.02.2017 | UK | UK |
| G | Visibility splay updated | 16.08.2016 | PW | PW |
| F | Architect's layout updated | 16.08.2016 | UK | UK |
| E | Visibility splay updated, access | 11.08.2016 | PW | PW |
| D | Footline added | 12.12.2016 | PW | PW |
| C | Footline added | 16.08.2016 | UK | UK |
| B | Spotlights at AOC, concrete | 10.11.2016 | PW | PW |
| A | Architect's layout updated, access | 16.10.2016 | PW | PW |
| | Visibility splay updated, access | 16.10.2016 | PW | PW |
| | Visibility splay updated, access | 15.09.2016 | PW | PW |

Legal & General

The Crescent, Farnborough

Proposed Development Access Junction

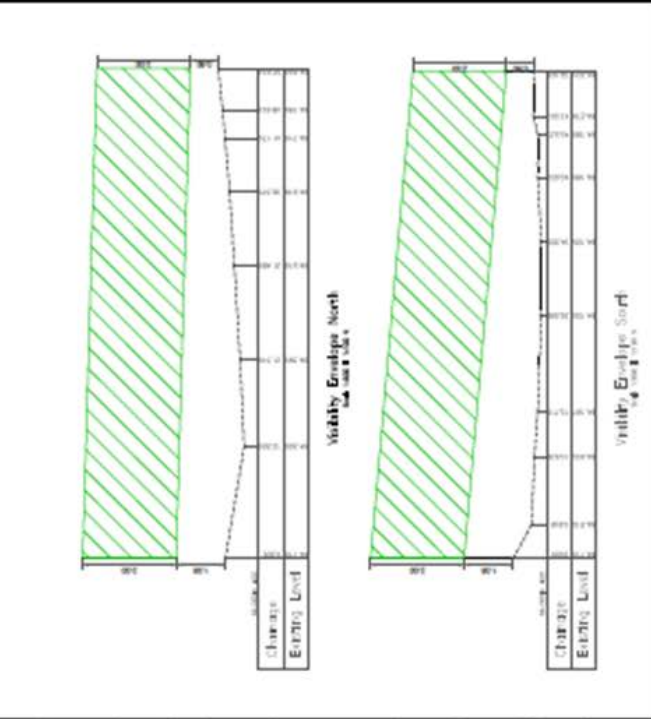
Scale: 1:500 at A3

Drawn: TF **Checked: PW** **Date: 11.08.2015**

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PROJECT: 151703/A/03 DRAWN: M



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