

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

Case Officer	David Stevens
Application No.	16/00837/FULPP
Date Valid	14th October 2016
Expiry date of consultations	10 th January 2018 (in respect of amended plans and supporting information received 19 December 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 accesses onto Southwood Road and Apollo Rise 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

This application was originally reported to the Development Management Committee at the meeting on 19 July 2017 when consideration of the application was deferred. Concern centred solely on the proposed means of access to the development. The applicants were asked to explore alternative options for vehicular access. The applicants have since undertaken significant further work in this respect, including traffic volume and speed surveys. The survey work was necessarily delayed for some months during the implementation of long-term road works affecting Southwood Road and a number of other local roads; the surveys were also scheduled within school term time. The results were presented by the applicants at a Neighbourhood Consultation event in early December 2017. Amended plans and supporting information were formally submitted to the Council for consideration on 19 December 2017. The amendments comprise the opening of a second vehicular entrance from Apollo Rise close to the north-west corner of the site. The amended plans also include more detailed consequential amendments to the proposed site layout. Due

to the Council's adoption of a new Parking Standards Supplementary Planning Document in November 2017, it has also been necessary for the layout to be amended to meet the new requirement for parking spaces to be increased in width from 2.4 to 2.5 metres. In response to queries raised by some Members at the 19 July 2017 meeting, the applicants have indicated that it would be possible to install electric car charging points within the scheme and are agreeable to the imposition of a condition to secure this provision. There is no change to the total number, size, arrangement and mix of dwelling units.

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 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 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 level change is largely accommodated close to the west boundary of the site adjoining Apollo Rise. As a result, most of 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 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 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, albeit bolstered by new planting as a result of this 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.

As amended by the plans received on 19 December 2017, vehicular access to the development is proposed from Southwood Road in the form of a conventional T-junction. It is now proposed that a second vehicular access point is constructed from Apollo Rise at the north-west corner of the site, just south of an existing entrance to the office complex. This would provide an alternative vehicular access point to and from the whole development. Pedestrian and cycle access to the proposed development would remain available from all of the road frontages as before.

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 and linking with both site entrances. The 19 December 2017 plans incorporate additional raised speed tables on the main spine route through the site. 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 within the plots to the side, in the roadway adjoining, or in small private parking courtyards. The proposed flats would 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 19 December 2017 amended plans were accompanied by consequential Addendum additions to the Design & Access Statement, Transport Statement, Statement of Community Involvement, Tree Report and Sustainability Statement. The consultants responsible for the Flood Risk Assessment, Surface Water Drainage Strategy, Noise & Vibration Assessment and Site Investigation Reports has also submitted a letter confirming that the amendments do not materially affect their submissions and conclusions in respect of these matters.

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.

On 4th January 2018 the Council received an application (18/00006/PRIOR) seeking Prior Approval for the Class O Permitted Development conversion of the existing vacant office buildings to create a total of 359 small flats (330 x studio 1-person occupancy and 29 x one-bedroom 2-person occupancy) units involving minimal changes to the exterior of the existing buildings. These proposals do not require planning permission, but it is necessary for the Council to consider the transport and highway impacts, flood and ground contamination risks and potential impact of noise from adjoining commercial uses on the amenities of prospective occupiers. This application was not submitted by the applicants for the proposed re-development the subject of this report (Legal & General) and appears to be a rival proposal.

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	<p><u>Response to Amended Plans 16 May 2017</u>: No objections: The revised site layout 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 issues.</p> <p>There are no comments from the Transportation Strategy Officer in respect of the 19 December 2017 amended plans as a result of the retirement of this officer. All highways consultee comments are now provided solely by HCC Highways Development Planning : see below.</p>
HCC Highways Development Planning	<p><u>Response to Amended Plans 16 May 2017</u>: 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 on the</p>

submitted amended plans.

Response to Amended Plans 19 December 2017: At the time of writing this report this is an informal verbal response only and the formal written response is awaited : No objections as previously (above) and subject to implementation of off-site highway works as shown in principle with the submitted further amended plans.

Environmental Health	No objection subject to conditions and informatives following receipt of additional information from the applicants in January 2017.
Community - Contracts Manager	No objection subject to condition requiring the re-design of the proposed bin storage provision for the flats.
Arboricultural Officer	No objections subject to works being carried out in accordance with the submitted amended 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	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 since further information provided by the applicants in May 2017 in response did not provide adequate additional detail [Officer Note: this matter can be addressed by imposition of a planning condition].

Hampshire Fire & Rescue Service	No objection.
Police Crime Prevention Design Advisor	No objection.
Network Rail	No objection.
Thames Water	No objections.
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 originally sent to addresses including all properties physically adjoining or opposite the road frontages of the site. The overall radius of the original 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 2016 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. Following the receipt of amended plans on 16 May 2017, all neighbours originally notified (as above), plus respondents to the original notification, were notified by letter/email dated 19 May 2017, with a reply date of 9 June 2017.

Following the receipt of the current amended plans on 19 December 2017 all respondents to the first two rounds of consultation as above (over 50 separate addressees) were notified by letter/email on 20 December 2017, with a reply date of 10 January 2018.

Neighbour comments

The neighbour comments received by the Council in respect of the plans originally submitted and the amended plans received on 16 May 2017 were reported to, and considered by, the Development Management Committee at the 19 July 2017 meeting. They were as follows:-

46 representations were received in respect of the original proposal 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. Furthermore 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, such that occupiers have to park 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;

- 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: an applicant is not obliged to justify their choice of proposed vehicular access arrangements other than demonstrating that what they are proposing is acceptable in highway terms; i.e. would not have a severe impact upon the safety and convenience of highway users. 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; and the Council are obliged to consider the proposals as submitted with the planning application].
- 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: this concern was originally addressed with the provision of an emergency access for the use of the emergency services if needed, but the 19 December 2017 amended plans now propose a second alternative vehicular access to serve the proposed development].

16 May 2017 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 : although in what respect is left unspecified.
- 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.

Further representations received after the 19 July 2017 Committee meeting, but pre-dating the Council's receipt and notification of the 19 December 2017 Amended Plans:

Additional objections from the occupier of 22 Southwood Road received on 20 July 2017 : the proposals are contrary to Government advice; there appears to be no strategy for the adoption or on-going maintenance of the estate roads and communal areas; and the proposed emergency access onto Apollo Rise would be unusable due to the significant difference in levels between the road and the site at this point [Officer Note: some works would be required to overcome the difference in levels here, however they are not as significant as the majority of the Apollo Rise site boundary and adjoin the existing vehicular

access that slopes up to Apollo Rise].

Comments in support of the proposals from the occupier of 35 Shakespeare Gardens (off Minley Road, Farnborough) on 18 November 2017 : a new respondent. Whilst indicating that concerns about traffic congestion on Southwood Road should be addressed (it is suggested by either by making Southwood Road a one-way road, or re-locating the proposed vehicular access to Apollo Rise), the proposed development is considered to be acceptable visually, beneficial economic development, to create jobs, result in environmental improvements, and would meet the demand for new housing in the area. It is hoped that the development will be approved soon.

A further new respondent, the occupier of 32 Chiltern Avenue, lodged objections in respect of the proposals on 15 December 2017. This respondent raises highway safety concerns and criticises the methodology used by the applicant's transport consultants in undertaking the various traffic surveys. Furthermore, this respondent considers that there is absolutely no reason to use the heavily congested Southwood Road as the point of vehicular access to and from the proposed development. They state that local residents overwhelmingly support the proposed development, but with vehicular access sited elsewhere.

The occupier of 12 Ambleside Close (a respondent in respect of the original and 16 May 2017 plans) copied to the Council (and Cove & Southwood Ward Councillors) their short email response to the applicants on 4 December 2017 following the applicant's further Neighbourhood Consultation event held on the same date. This correspondent expresses disappointment that the applicants were still proposing formation of a new access to serve the development to/from Southwood Road; and expresses the view that the proposed new Apollo Rise access would serve to satisfy the Council and County Council, but would do nothing for local residents. It is hoped that the increase in traffic arising from the proposed Hartland Park development will be taken into account; and that the flooding problem on the corner in Southwood Road near the proposed access point will be addressed when the new access is being constructed.

All of the late respondents set out above were notified by the Council in respect of the further amended plans received on 19 December 2017.

Respondent Comments following the Council's receipt of the 19 December 2017 Amended Plans

The further period of notification in respect of the 19 December 2017 amended plans expired on 10 January 2018. At the time of writing this report a total of three further representations have been received from the occupiers of 57 Southwood Road (third objection letter); 12 Derwent Close (second objection); and 1 Ively Road (a new respondent).

The following further comments are made by the occupier of 57 Southwood Road:-

- (a) Since the application has been under consideration for a long time and the applicants have attempted to satisfy the concerns of local residents and the Council, it is thought likely that the proposals will now be approved. However it is not considered that the current amended proposals are any improvement since it is still proposed to form a new vehicular access onto Southwood Road;
- (b) The applicants have still not addressed the safety concern of the poor sight-lines around the corner in Southwood Road in respect of the visibility from behind of any vehicles that may be stationary waiting to turn right into the proposed new development access;

- (c) Whilst it is noted that a new speed survey has been undertaken by the applicants in Southwood Road, the validity of the results is queried on the basis that it is considered that the location is not appropriate for the undertaking of such surveys.

The occupiers of 12 Derwent Close raise objection primarily on the grounds that nothing is to be done to reduce traffic speeds on Ively Road in the vicinity of the junction with Ullswater Avenue, although their estate is the original new housing in the area and only has one road entrance/exit that is very difficult and dangerous to use. [Officer Note: this reiterates objections (see No.7) made by others in respect of the original application. A developer can only reasonably be required to address consequences arising from their own proposal.] These correspondents also repeat concerns about existing strained community infrastructure.

The occupiers of 1 Ively Road are first-time respondents in respect of this application. Objection is solely raised, as it has been by most others previously, on the ground that it is considered that the proposed Southwood Road vehicular access is located in a dangerous place on a bend in the road.

Given the long timescale within which this application has been under consideration by the Council it is possible that further comments will be received ahead of the Committee meeting. These will be reported verbally at the meeting as part of the Officer presentation and also set out on the Amendments Sheet.

Policy and determining issues

The site is 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, new 'Car and Cycle Parking Standards' (adopted November 2017), the Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy as updated November 2017; 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 (Submission Draft) 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 : indeed, this is the route that is being pursued by the separate residential conversion proposals submitted recently to the Council with Prior Approval application 18/00006/PRIOR by a rival developer. Whilst the current proposals are not 'permitted development' in this respect, legislation clearly indicates the general acceptability of such proposals. Whilst some objectors have criticised the applicants and the Council for taking account of the traffic generation of the potential re-use of the site, whether for renewed commercial use or for a residential re-use, these must be taken into account in assessing the implications of the proposed development. The existing office use of the site has not been extinguished by the vacancy of the buildings; and planning permission would not be required for the renewed office use and occupation of the site; or, indeed, for residential conversion. It is clear that these are real possibilities available to an owner of the site that cannot be disregarded.

The proposed development is seeking to make more efficient use of previously developed land, which is also 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 and, indeed, the applicants have clearly been encouraged to submit their planning application on the basis of the emerging planning policy changes.

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, which is the most densely developed part of the proposed development, 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 or, indeed, height 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 large scale and height of the buildings. It is in a prominent position, open to public views, and adjoins busy strategic and local distributor roads. However, 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 or, indeed, unusual in the context of the character and appearance of the surrounding area. 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 that 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 for example. 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 a significant number of new trees within the estate layout and to bolster the existing planted margins of the site. Indeed, the proposed further amendments to the scheme would result in provision of 15 additional new trees within the scheme. 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 generation etc. are a material consideration in the determination of the current application. Indeed, notwithstanding the criticisms of some objectors in this respect, it would be inappropriate for the Council not to take this matter into material account.

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 substantial layered 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. Indeed, it is considered that the proposed development would result in acceptable relationships with neighbours. Furthermore, the amended plans do not change this conclusion.

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 general statutory obligations as far as protected species are concerned.

6. Highways considerations -

The application is accompanied by a Transport Assessment examining, as it must, the detailed highway implications of the proposed development compared with the situation that would occur with the existing offices in operation. The proposals were amended with plans and details received by the Council on 16 May 2017. These arose from technical concerns raised by both Hampshire County Council and Rushmoor's Transportation Strategy Officer relating to the original detailed design of the proposed new vehicular access onto Southwood Road; and also aspects of the internal layout design of the scheme. However, as a result of the 16 May 2017 amendments, both these technical consultees advised that the scheme so modified had fully addressed their concerns in respect of the highways considerations and that, objectively, the proposals were acceptable in highway terms. Furthermore, in reaching this conclusion, the highways consultees had also assessed all of the highways concerns raised in objections, yet found none that they considered sufficient to justify the refusal of the application on highway grounds. In this respect, the bar set out in current Government planning policy and practice guidance is that highway related concerns about proposed developments must be clearly and objectively demonstrated to give rise to severe problems for the safety and convenience of highway users. Accordingly, the application was presented to the Council's Development Management Committee at the 19 July 2017 meeting with no objections from the Highway Authority (Hampshire County Council) and a recommendation

that permission be granted.

Consideration of the application was deferred by the Committee on the basis that insufficient justification had been provided by the applicants of their choice for the location of the vehicular access to serve the proposed development. In particular, it was felt that inadequate explanation had been provided of the reasons for proposing that the sole means of vehicular access be from a new access point on Southwood Road - the main focus of objections from local residents. Further, it was not understood why it was proposed to switch the vehicular access to the site from the existing positions in Apollo Rise.

The work undertaken by the applicants in formulating their scheme ahead of the July Committee has now been augmented by further road traffic and speed surveys, together with a detailed technical assessment of the highways merits of alternative locations for vehicular access to serve the development from both Apollo Rise and Summit Avenue. This has been carried out by the applicant's transport consultants, Vectos. The applicant's architects and planning consultants have, in turn, examined the design and planning implications for the scheme of deriving vehicular access for the development in these different locations. This comprehensive work was submitted with the amended plans on 19 December 2017; and was presented to local residents at the applicant's neighbourhood consultation event held on 4 December 2017.

(a) Access/Egress Arrangements -

The main objections to the proposal have concentrated on the impact of traffic on the local highway network. Of particular note is the view that existing or new vehicular entrances from Apollo Rise should be used to serve the development; or that a new entrance should be formed onto Summit Avenue. At the request of the Committee the applicants have therefore considered the various potential vehicular access options for the site from all the site frontages: Apollo Rise, Summit Avenue and Southwood Road. This work is presented in detail in the Design & Access Statement Addendum.

Re-using the existing vehicular entrance onto Apollo Rise at the north-west corner of the site is possible. It is also possible to construct a new vehicular access in the same vicinity, since the difference in levels between Apollo Rise and the site are not significant in that area. Elsewhere along the Apollo Rise site frontage, there is a significant immediate height difference between the road and the site of approximately 3-4 metres. The main vehicular access into the existing site from Apollo Rise leads to the upper deck of a car park within the existing office complex. Although formation of a vehicular entrance along most of the Apollo Rise frontage would be possible, this would require the construction of one or more substantial ramps extending for a significant distance into the site. Most of the potential access options in this respect would also conflict with existing junctions on Apollo Rise; such as with Aldrin Place. The provision of ramp(s) would give rise to significant consequential problems for the internal design of the scheme and the amenities of dwelling units adjoining the ramped access roads in terms of outlook and privacy. There could also be significant problems providing access to parking spaces to serve dwelling plots adjoining such ramps. For these reasons, the applicants do not consider that, with the exception of the north-west corner of the site, it would be feasible or desirable to form new entrances from Apollo Rise to serve the proposed development.

Forming a new entrance from Summit Avenue is not considered to be a realistic option given the limited distance between the Apollo Rise junction and the Summit Roundabout and the presence of a pelican pedestrian crossing on this primary strategic road. Forming an entrance from the Summit Roundabout itself into the south-east corner of the site is

considered likely to give rise to insurmountable technical highway safety problems.

The applicant's further analysis of access options continues to indicate that the best performing option is for a vehicular entrance to be formed from Southwood Road; and that the location as proposed (in the form the subject of the amended plans received on 16 May 2017) is acceptable in all technical and design respects. The applicant's site and context analysis further identifies strong desire-line routes to/from the site to the east onto Southwood Road, and the town centre beyond. Re-positioning the proposed Southwood Road access further south towards Summit Avenue would result in junction spacing problems; and there would be no improvements or other design benefits arising from shifting the access north-east towards a position opposite Derwent Close. The applicants consider that the proposed Southwood Road access remains their preferred option; and that they have demonstrated that it remains acceptable in highways terms.

Hampshire Highways confirm that the proposed Southwood Road access is acceptable in highway terms. It is of sufficient width, geometry and design detail to serve the proposed development, including refuse and delivery lorries, emergency vehicles etc. Hampshire Highways remain satisfied that the proposed access can safely accommodate the level of traffic to/from the proposed development. The detailed plans for the proposed Southwood Road access also show how the existing Southwood Road cycleway would be identified as it crosses the proposed new road junction. The position of the existing nearby bus-stop and traffic island opposite the end of Derwent Close are not considered to compromise the safety or operation of the proposed new access.

Whilst concerns have been raised and repeated by objectors concerning the junction sight-lines because of the proposed access junction being 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 submitted plans demonstrate the availability of considerably more than the 2.4 by 52 metre sight-lines to both left- and right-hand sides required [by the appropriate guidance document : Manual for Streets] for a 30 mph average speed road. Whilst there has been further criticism by objectors of the additional speed surveys undertaken by the applicants (confirming the 85th percentile traffic speed on Southwood Road in the vicinity of the proposed access to be 30.4 mph, similar to that previously measured), the available sight-lines are sufficient to be acceptable for the suggested higher average road speed alleged by objectors. Nevertheless, it is generally considered inappropriate to design road and junction layouts on the basis of motorist behaviour that would be illegal and potentially subject to law enforcement.

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 (as raised by the occupier of 57 Southwood Road in particular) is not considered likely to be a frequent occurrence. Southwood Road is already 'traffic-calmed' seeking to reduce traffic speeds in the vicinity and there is 'Speedwatch Zone' signage on the approaches to the corner. Furthermore, construction of the new entrance would include provision for additional warning signage and road marking to forewarn approaching motorists. The flooding problem reported by some objectors on the inside this bend is an existing highway maintenance issue either to be resolved by the Highway Authority independent of the proposed development; or, possibly, if appropriate, to be addressed in combination with the highway works required to implement the proposed new access to serve the proposed development. Either way, it is not a matter that the applicants are obliged to address : it is solely a matter for the Highway Authority to deal with this matter and, indeed, how and when this would be done.

Hampshire Highways continues to be satisfied that the proposed Southwood Road access is

adequate to serve the proposed development alone in association with an emergency access. Nevertheless, the further amendments to the proposals now show provision of a second permanent vehicular access to serve the proposed development to/from Apollo Rise to be located at the north-west corner of the site. There would be no restriction on the use of this access and all occupiers of, and visitors to, the proposed development would be able to choose which access they used to enter and depart from the development. The proposed spine road within the proposed development is now shown to be provided with additional raised pavements to discourage potential rat-running of traffic through the proposed development. The geometry, dimensions, capacity, sight-lines and position of the proposed Apollo Rise vehicular entrance is also considered to be acceptable in all respects in highways terms.

The principle of the amended proposed access arrangements is considered acceptable. The applicants are obliged to enter into an agreement with the highway authority under Highways legislation 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 the necessary agreements under highway legislation prior to works commencing on site. Furthermore, the issue of the extent of adoption and the future maintenance of the proposed estate roadways within the site is also a matter to be agreed between the developer and the Highway Authority and is not a matter for consideration with the current planning application.

(b) Traffic Generation and Impact Upon Traffic Congestion -

A number of objectors have cited 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. However, although unclassified, Southwood Road has been designated as a local distributor road and specifically identified as such in the strategic road network of the Borough by the Rushmoor Local Plan for many years.

The proposal involves the redevelopment of an existing commercial office/research & development/light industrial site which has approximately 1000 on-site parking spaces. The lawful use of the site could be resumed without the need for planning permission or, indeed, be subject to residential conversion and occupation. This is a material planning consideration that must be taken into account in this case. The submitted Transport Assessment considered the likely traffic generation of the proposed development compared to that of the existing lawful commercial 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). Taking into account that this traffic would enter and leave the site via the existing access points on Apollo Rise and be distributed on the highway network, it is estimated that approximately 10% of this traffic would use Southwood Road. This equates to the theoretical generation of approximately 23 additional trips in the morning peak and 19 trips in the evening peak periods using Southwood Road. In the context of the total traffic volumes using the road, this is not considered to be significant. The submitted Transport Assessment concluded that the proposed development would, by comparison, be likely to generate significantly fewer overall traffic movements during the same peak periods : 24 arrivals and 64 departures (so 88 two-way traffic movements compared to 235 for a resumed office use, a 63% reduction) during the AM peak, and 60 arrivals and 36 departures (96 two-way traffic movements compared to

212 for a resumed office use, a 55% reduction) during the PM peak.

The Transport Assessment then considered 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 to Southwood Road, it was estimated that there would be some marginal increases in net traffic volumes over the theoretical traffic generation of a resumed commercial use of the site using the Apollo Rise accesses. However, these would still not be significant in the context of the overall traffic volumes already using the road. Furthermore, the design capacity of Southwood Road or other roads in the vicinity of the site would not be exceeded. Hampshire Highways has accepted 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 are thought likely to be exacerbated by the proposed new development access. However, Hampshire Highways agrees with the conclusions of the submitted Transport Assessment that the additional traffic arising from the proposed development is unlikely to add significantly to this existing situation, particularly in comparison to what could arise from a lawful resumption of a commercial use at the site. It was also noted that the cause of at least some of the queuing on Southwood Road reported by objectors appeared to be congestion at the junction of Southwood Road with Cove Road arising from the closure of West Heath Road and, indeed, temporary traffic lights being located at the Southwood Road/Cove Road railway bridge roundabout junction. It was not, therefore, considered to be representative of the normal state of traffic in Southwood Road.

Since the 19 July 2017 Committee meeting, the applicant's Transport Consultants have undertaken further traffic surveys to update the data on which the original Transport Assessment was based. These were undertaken following the removal of the majority of the road works; and care was also taken to ensure that the surveys were undertaken on term-time weekdays. The surveys were, in particular, extended to cover both ends of Southwood Road. Whilst roads in the vicinity of the site were observed to be busy at peak periods and some queueing on Southwood Road was observed to take place, queues of any significant length were observed to be sporadic and queueing generally seen to both build-up and disperse relatively quickly, with vehicles moving rather than being at a standstill. It was, however, noted that there was significant variation in the extent of queueing across the survey dates, from hardly any congestion at all on some days, to some significant queueing on others. In particular, traffic congestion was noted to occur on both Summit Avenue and both ends of Southwood Road during the evening peak hours on 2nd and 22nd November 2017. This appears to have been associated with congestion and/or closures of the M3 motorway resulting in more traffic than usual exiting the motorway at Junction 4a. Nevertheless, this variable pattern of existing traffic and congestion, which can at times be affected by traffic problems occurring elsewhere in the wider road network, is typical of many urban distributor roads at peak times.

The key consideration for the current application is whether or not the proposed development would material exacerbate existing traffic and congestion in the vicinity of the application site to such an extent to give rise to severe harm to the safety and convenience of highway users. In this respect, it has already been established that the proposed development with sole vehicular access onto Southwood Road would result in a marginal increase in the number of vehicles using Southwood Road, but that this extra volume of traffic would not be

significant in comparison to the overall traffic volume that already uses the road; and the design capacity of the road would not be exceeded. According it has been concluded that the proposed development with sole vehicular access to Southwood Road would not give rise to a severe harmful impact upon the safety and convenience of highway users.

The effect of the 19 December 2017 amendments is, however, to provide all occupiers of the proposed development with an alternative means of entering and leaving the development via Apollo Rise. This is considered to be an improvement, since it would have the general effect of reducing traffic volumes using the Southwood Road access, even though it may not ultimately reduce the amount of traffic associated with the proposed development using Southwood Road. However, it would give occupiers of the proposed development the opportunity to vary how they enter and leave the site depending upon traffic conditions on the surrounding roads and, indeed, where they may be approaching the site from, or intend to travel to from the site. It is also considered, for example, that the proposed alternative access could also have the potential of reducing right-turn manoeuvres from the Southwood Road access towards the Summit Roundabout in preference to a left turn into Apollo Rise followed by a further left or right turn onto Summit Avenue. Hampshire Highways do not consider that there would be likely to be any significant through the proposed development between the Southwood Road and Apollo Rise accesses. Since it has already been concluded that the proposed development served by the Southwood Road access alone would be acceptable in highway terms, it is considered that the proposed development incorporating an alternative second vehicular access to Apollo Rise would give rise to no harm and is therefore also acceptable in highways terms.

Concerns have been expressed by objectors about the cumulative impact on traffic associated with the proposed Hartland Park development, which currently remains 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 its own planning application.

(c) Internal Layout –

The Council's Transportation Strategy Officer advised that the 16 May 2017 amendments and supporting information satisfactorily demonstrated 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. The 19 December 2017 amendments to the internal layout of the scheme are equally considered to be acceptable.

(d) Parking -

The proposed 19 December 2017 amendments incorporate some detailed changes to the internal site layout design of the scheme as a result of the increased width of parking spaces required by the Council's revised adopted Parking Standards (November 2017). Nevertheless, each of the proposed dwellings would be provided with parking spaces of acceptable number, size, location and arrangement, meeting the Council's revised 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.

(e) Bicycle Parking, Refuse Collection and Deliveries -

Acceptable provision continues to be 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. The revised site layout is designed to enable access by refuse lorries and provides sufficient space for delivery lorries and vans and appropriate planning conditions can be imposed to ensure that the bin storage and collection arrangements meet the Council's requirements.

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 being sought by the Highway Authority would, in part, be directed to improvements to local pedestrian and cycleway links.

(f) Transport Contributions -

As mentioned above, 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. Furthermore, local bus services would need to take account of the new development. Accordingly, Hampshire Highways seeks 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. The Transport Contribution would be secured through the s106 Agreement.

Details of a Framework Travel Plan are 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. It is clearly appropriate to seek, as far as possible, to minimise the disruption that is likely to arise as a result of the undertaking of a development of this large scale.

(h) Electric Car Charging Points –

In response to comments made by Members at the 19 July 2017 meeting, the applicants have confirmed that Electric Car Charging Points can be incorporated into the development. It is considered that the applicant's suggestion that these be secured by imposition of a suitably-worded planning condition is appropriate and acceptable.

Highway Considerations 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 simply 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. Nevertheless, in order to seek to address local concerns, the applicants have submitted amended plans that introduce a second vehicular access to serve the proposed development from Apollo Rise. This is considered to be a welcome improvement to the scheme.

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. However, 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.

Since this matter was considered by the Committee in July 2017 Members may recall that the CCG secured planning permission in November 2017 for the change of use of existing offices (Use Class B1) at Voyager House (2 Apollo Rise, Farnborough) to community healthcare resources hub (Use Class D1) for healthcare delivery for Farnborough, 17/00787/COUPP. The CCG is, therefore, already taking steps to secure additional healthcare capacity for Farnborough in the vicinity to address existing and projected future shortfalls.

In this light, and the absence of evidence, it is concluded that it is not appropriate to seek a financial contribution from this particular development towards healthcare or 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 development in particular involves some significant site preparation costs. 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 affordable 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 (Hampshire County Council) consider that the submitted information is acceptable in principle and forms a sound basis on which to design a detailed scheme. The further amended plans have no impact on this matter. 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. These communal areas of the scheme would be retained in the ownership of the developer, whom would retain the responsibility for their maintenance. 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 proposals, as amended by plans and additional supporting material received on 19 December 2017, are 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 23 February 2018 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 23 February 2018 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.P, -2022 REV.G, -2023 REV.F, -2024 REV.F, -2025 REV.G, -2026 REV.F, -2027 REV.G, -2028 REV.E, -2030 REV.E, -2031 REV.D, -2032 REV.H, -2033 REV.H, -2034 REV.H, -2035 REV.H, -2036 REV.E, -2037 REV.E, -2038 REV.E, -2039 REV.E, -2040 REV.J, -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 Nos.151703/A/03 REV.P and 151703/SK/10 REV.A; PRP Architects Design & Access Statement, Energy Report, Sustainability Statement & Addendum to the Design & Access Statement (May 2017), further Design & Access Statement Addendum and Updated Sustainability Statement (December 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', 'Further Response to Highway Comments March 2017') & Revised Initial Travel Plan (May 2017) and Transport Assessment Addendum (December 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; amended SJA Trees Arboricultural Implications Report (revised version December 2017); and Legal & General Statement of Community Involvement and Addendum to Statement of Community Involvement (December 2017).

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 entrances from Southwood Road and Apollo Rise (including unobstructed sight-lines of the extent indicated on approved Vectos drawings), 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 and landscape areas shall be submitted to and approved in writing by the Local Planning Authority. The on-site communal play areas shall subsequently be provided available for use prior to the practical completion of the development; and the communal play and landscape areas retained and maintained thereafter.

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

- 19 Prior to the first occupation of the dwellings hereby permitted the acoustic barrier 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.*

- 28 No dwelling within the development hereby permitted shall be occupied until details of the provision of Electric Car Charging Points within the development has been submitted to and approved in writing by the Local Planning Authority. The Electric Car Charging Point installation so approved shall subsequently be installed and made operational and available to occupiers of the development prior to the occupation of the first dwelling unit within the development.

Reason – To reflect the objective of enabling a sustainable development.

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/alterd access to, or other work within, the public highway. A separate consent for works within the highway must first be obtained from the highway authority who may be contacted at the following address:- Hampshire County Council Highways Sub Unit, M3 Motorway Compound, Hook, Hampshire, RG27 9AA.
- 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)



SECTION AA (PART I)



SECTION AA (PART II)



SECTION AA (PART III)

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Ref.	Date	Description	Drawn	Check	Rev.	Scale
01	14/01/2014	Initial design	01	01	01	1:200
02	14/01/2014	Revised design	02	02	02	1:200
03	14/01/2014	Final design	03	03	03	1:200

THE CRESCENT FARNBOROUGH
Proposed Street
Section Elevation AA

AA479/2024
F
PLANNING

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SECTION FF



SECTION GG (PART 1)



SECTION GG (PART 2)

The information is provided for reference purposes only. It is not intended to be used as a basis for any other purpose. The information is provided for reference purposes only. It is not intended to be used as a basis for any other purpose.

NORTH

0 2 4 6 8 10 20 metres

Scale 1:200 @ A1

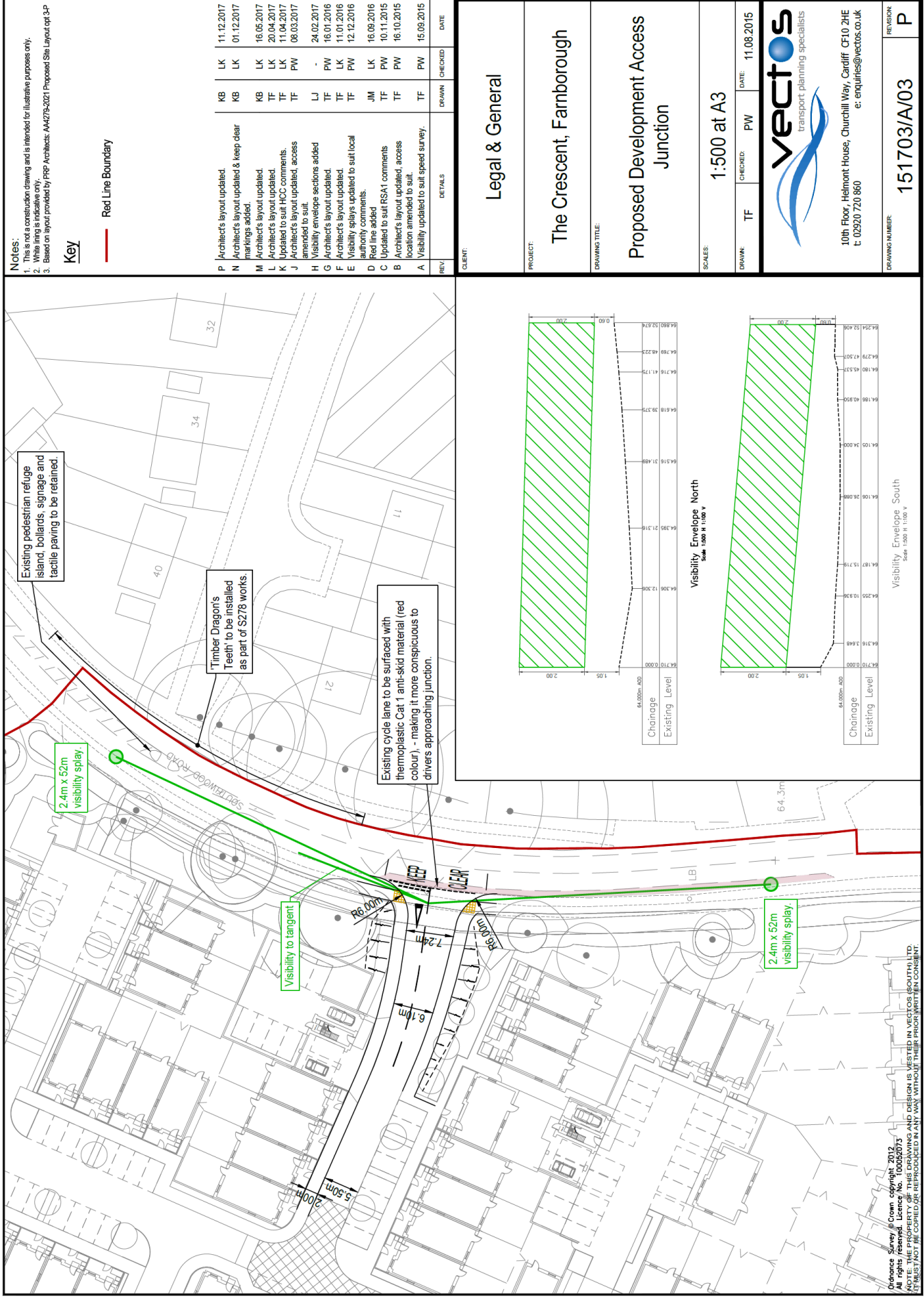
Date: 15/03/17
 Drawn: J. J. J.
 Checked: J. J. J.
 Date: 15/03/17
 Scale: 1:200 @ A1

THE CRESCENT FARNBOROUGH
 Proposed Street
 Section/Elevations FF & GG

AA4279/2027
 G
 PLANNING

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 020 7653 1200

100222432



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White line is indicative only.
3. Based on layout provided by RPP Architects - AA4275-2021 Proposed Site Layout opt 3-2

Key
Red Line Boundary

REV	DETAILS	DRAWN	CHECKED	DATE
P	Architect's layout updated	KB	LK	11.12.2017
N	Architect's layout updated & keep clear markings added	KB	LK	01.12.2017
M	Architect's layout updated	KB	LK	16.05.2017
L	Architect's layout updated	TF	LK	20.04.2017
K	Updated to suit HCC comments	TF	LK	11.04.2017
J	Architect's layout updated, access amended to suit	TF	PW	08.03.2017
H	Visibility envelope sections added	LJ	-	24.02.2017
G	Architect's layout updated	TF	PW	16.01.2016
F	Visibility splay updated to suit local authority comments	TF	LK	11.01.2016
E	Red line added	TF	PW	12.12.2016
D	Updated to suit RSA1 comments	JM	LK	16.09.2016
C	Architect's layout updated, access location amended to suit	TF	PW	10.11.2015
B	Architect's layout updated, access location amended to suit	TF	PW	16.10.2015
A	Visibility updated to suit speed survey	TF	PW	15.03.2015

CLIENT:
Legal & General

PROJECT:
The Crescent, Farnborough

DRAWING TITLE:
Proposed Development Access Junction

SCALES:
1:500 at A3

DRAWN: TF
CHECKED: PW
DATE: 11.08.2015


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DRAWING NUMBER:
151703/A/03

REVISION:
P



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. While lines are indicative only.
3. Based on RPP Architect's layout: AA4276-2021 Proposed Site Layout opt 3P

A		Architect's layout updated.		KB	LK	11.12.2017
REV		DETAILS		DRAWN	CHECKED	DATE

CLIENT			Legal & General		
PROJECT			The Crescent, Farnborough		
DRAWING TITLE			Apollo Rise Access Visibility Requirements		
SCALES			1:500 at A3		
DRAWN	TF	CHECKED	LK	DATE	28.07.2017



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DRAWING NUMBER: 151703/SK/10

REVISION: A