

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	Sarita Jones
Application No.	18/00025/FULPP
Date Valid	29th January 2018
Expiry date of consultations	9th April 2018
Proposal	Partial demolition of Kingsmead shopping centre (existing Debenhams store), erection of an extension (Block 3) comprising retail use on the ground floor (3710sqm), leisure use on the first floor (2414sqm), 68 apartments over eight floors, private amenity space, 58 car parking spaces, 118 bicycle parking spaces, a bridge link and alterations to the existing car park on Block 2, a new entrance to The Meads shopping centre and associated works
Address	<b>Block 3 Queensmead Farnborough Hampshire</b>
Ward	Empress
Applicant	Key Property Investments (No.1) Ltd
Agent	Mr A Wells
Recommendation	<b>GRANT</b> subject to s.106 planning obligation

### **Description**

The application site is a component part of the North Queensmead redevelopment scheme. It includes part of the Kingsmead shopping centre, an enclosed mall, with pedestrian entrances from Kingsmead located opposite the associated six storey car park and the Pinehurst surface car park, and an open hoarded area adjoining Kingsmead, Queensmead and The Mead. This hoarded area has previously been used as the site office/compound for the construction of the cinema and associated food and drink uses in the Kingsmead centre. Pedestrian access into this centre is also available from the multi storey car park via a bridge link and escalators/lifts from the upper levels. The site also includes part of the roof level car parking of the multi car storey park (25 spaces) above the Kingsmead centre and part of the surface car park to the front of the Sainsburys supermarket.

Kingsmead bounds the site to the east. This road provides access for buses, service vehicles and taxis servicing the town centre and the application site. There are light controlled pedestrian crossings to the north east and south east of the site. On the east side of, and oversailing Kingsmead there is a multi-storey car park. The Total petrol filling station which is entered from Farnborough Road is to the south east of the site. Beyond this, on the

opposite side of Farnborough Road, there are various buildings comprising both residential and non-residential uses.

Blocks 1 and 2 of the North Queensmead redevelopment scheme lie to the north west and west of the site with frontages on Queensmead, Victoria Road and The Mead. This building comprises various ground floor retail uses (shops, coffee shop, public house/restaurant, takeaway), a Travelodge hotel, first floor leisure uses (gymnasium and indoor play) and 70 flats. The accommodation is provided over four/five (Block 1) and two floors (Block 2). The surface car park to serve Blocks 1 and 2, part of which is within the application site, and the six storey Beefeater/Premier Inn restaurant and hotel lie to the north and north east of the site respectively.

The remainder of the Kingsmead centre and The Meads, a five storey office building located above the Kingsmead centre, adjoin the site to the south.

### Planning History

There is a varied planning history relating to this site. The following applications are considered to be the most relevant to the current proposal.

In 2003 planning permission, 03/00406/FUL, was granted for the erection of 30 two bedroom dwelling units with associated access, parking and landscaping on land at B & Q - Solartron Works Site - Solartron Road & 124 Victoria Road. This permission has been implemented and the site is now known as Empress Court Hawthorn Road. This housing was largely a replacement for Firgrove Court which was demolished as part of the North Queensmead redevelopment as set out below.

In November 2004 planning permission, 04/00080/FUL, was granted for the demolition and redevelopment of the northern part of Farnborough town centre (the north Queensmead redevelopment) to provide retail (A1/A2/A3) space including new superstore, commercial leisure (D2), office (B1a), hotel (C1) and residential accommodation (C3) together with associated provision for access, servicing, parking and landscaping. This scheme included the retention of the Debenhams store within the Kingsmead centre. This permission has been implemented in relation to blocks 1 and 2, which comprise two, four and five storeys of hotel, leisure, retail and residential uses and establishes the "fall back" position. Blocks 3 and 4 have not been implemented. In this regard the accommodation approved within these two blocks was to be provided over six to seven storeys (Block 3) and two storeys (Block 4) as follows:

Block 3 comprises Class A retail space at ground floor, some of which was identified to an extension to Debenhams with further retail at first floor, a total of 2,746 sq.m. of new accommodation;

69 flats (21 one bed and 48 two bed) are shown on the three floors above, with 73 residential parking and visitor spaces located at roof level on a deck above the retail space, 60 of which were new;

Block 4 comprises primarily retail space at ground floor, with a limited amount at 1st floor (total 1365 sq m) with B1 offices (423 sq m) occupying the remainder of the first floor

Servicing to Block 3 was approved from the existing service bay on Kingsmead, while Block 4 and existing units fronting the east side of Queensmead would be serviced from an altered existing service area, which was approved from the south and has been implemented. The

service vehicle route crossed the central pedestrian access into the Kingsmead centre.

The residential parking areas at the upper levels of Block 3 and on the roof of Block 2 were approved via the Kingsmead multi-storey car park across a controlled single lane bridge linking to Block 2. Refuse/bin storage for all commercial and residential uses were approved for collection from service areas or highway.

Approximately 220 existing parking spaces were lost when the site was cleared, with those within the Kingsmead multi-storey remaining unaltered. The application detailed the provision of 275 surface car parking spaces, including provision for disabled and parent and child spaces, in front of what is now Sainsburys.

129 spaces were approved for use by residents at a standard of one space per unit plus 14 visitor spaces - 13 of these were reallocated existing spaces. It is noted that whilst not currently accessible 75 spaces have been provided at roof level above Block 2 with residents of flats within Block 1 currently using parking spaces within the Kingsmead multi storey car park (also within the control of the applicant)

The 2004 permission was granted subject to a section 106 legal agreement which included the provision of affordable housing, the construction of dwellings as replacements for Firgrove Court pursuant to planning permission 03/00406/FUL, the provision of a financial contribution for public open space, additional screening and the provision for servicing for the retained buildings at Nos. 15-23 Victoria Road and the provision of an enhanced Shopmobility scheme, public conveniences, re-cycling facilities within the surface car park, a CCTV system that is compatible with the Council's system, public art and a management agreement for the use of the car park. For information the definition of Block 3 within this agreement was:

"2,746 square metres of retail use (Class A) and 69 flats (21 one bed and 48 two bed) with 73 residential parking and visitor spaces which are located at roof level on a deck above the retail space 60 of which are new"

In 2009, 2010 and 2012 variations to the legal agreement were agreed concerning the date of provision for the Shopmobility scheme and location of the public conveniences at ground floor level. These facilities have now been provided in full.

In 2009 a variation to the legal agreement was requested in relation to the financial contribution for open space, where the children's play contribution could be used, the timing of when the open space contribution would be made and the apportionment of the open space contribution. Historically there used to be individual pieces of children's play equipment in front of the shops in Queensmead. The intention of the original agreement was to ensure that there was appropriate children's play space provision within the "land", which was defined as the planning application site, to meet the recreational requirements of proposed residents. As originally drafted this would mean the provision of individual pieces of play equipment within Queensmead, a shopping street. It was agreed that play equipment within a shopping street would not be appropriate to meet the recreational needs of residents and that the contribution may be more appropriately used towards the provision/upgrade of play space within town centre as defined by Inset Map 1 within the Rushmoor Local Plan Review 1996-2011. The potential for revising the apportionment of the urban parks/amenity open space element of the open space contribution towards children's play space offered the opportunity to provide an enhanced play facility within the town centre to the benefit of existing and proposed residents and visitors. This variation was agreed.

A total of 20% of the new dwellings were approved as affordable housing amounting to 26 out of a total of 129 units. It was originally envisaged that all of these units would be provided within Block 3. The economic position in 2011 led to a re-phasing of development such that the construction of Block 3 was delayed. In 2011 a request was received from the developer to vary the legal agreement such that 25 of the affordable housing were to be provided within the completed Block 1 by the end of March 2012 with the remaining unit to be delivered as part of Block 3 when that phase is constructed. This variation to the legal agreement was agreed. The affordable housing has been provided in accordance with this variation

In July 2008 planning permission, 08/00336/FUL, was granted for the erection of a three storey extension to Block 1 comprising 9 one bedroom and 3 two bedroom flats. This has been implemented. No car parking provision was proposed as part of this scheme. At that time the Transportation Strategy Office was of the view that given the original redevelopment scheme included the provision of over 400 spaces and the site's town centre location which was considered to have high accessibility he was satisfied that there was sufficient capacity within the town centre to meet the functional needs of the development.

In 2011 permission was granted for the amalgamation of four one bedroom flats to provide two three bedroom flats to meet a specific housing need identified by the housing association. This means that the current position is that 70 flats have been provided within Block 1.

In 2012 planning permission, 12/00002/FUL was granted for the demolition, rebuilding, extension, internal alteration and refurbishment of part of the existing Kingsmead centre to provide a seven screen multiplex cinema (2282 sq m) and Use Class A3, A4, and A5 food and drink uses (761 sq m) together with public conveniences (109 sq m) and escalators. The new food and drink units would extend into the mall to be in line with the existing Argos unit and were approved over two floors. 24 hour operation was approved for the cinema, with the food and drink uses being open between the hours of 8am to midnight. The public conveniences were approved adjacent to the Kingsmead entrance opposite the multi-storey car park, within both the existing and extended building. Escalators were approved adjacent to the entrance to the multiplex cinema and would connect with the second floor of the multi storey car park. 70 car parking spaces located at roof level were approved to be removed. As part of this proposal the existing service yard and vehicular entrance from Kingsmead was reconfigured. Servicing for the food and drink uses were approved via the existing yard between Kingsmead and Queensmead. This permission has been implemented.

In April 2012 planning permission, 12/00108/COUPP, was granted for the change of use of the first floor of Block 2 (now 12 Queensmead) from A1 (retail) to Class D2 (Health and Fitness), namely a gymnasium. This permission has been implemented.

In 2013 planning permission, 13/00375/REV, was granted for a variation of Condition 11 of planning permission 04/00080/FUL dated 24th November 2004 for alterations to the parking layout above Block Two to allow the retention of plant housing structures serving the non residential uses on the floors below and for the provision of car parking within the Kingsmead car park to serve the residential units within Block One prior to the bridge link access to the car parking above Block Two becoming available. This was implemented.

The current proposal is an amendment to the Block 3 approved in 2004 and is for the partial demolition of Kingsmead shopping centre (to include the now closed Debenhams store), erection of an extension (Block 3) comprising retail uses (Use Classes A1 and A3) on the ground floor (3710sqm), leisure use on the first floor (2414sqm), 68 apartments over eight

floors, private amenity space, 58 car parking spaces, 118 bicycle parking spaces, a bridge link to car parking on the roof of Block 2; alterations to the existing car park on Block 2, a new entrance to The Meads shopping centre, roof top plant and associated works. 22 car parking spaces will be removed from the existing car park on top of the Kingsmead centre as a consequence of these proposals

The proposed development has frontages onto The Mead, Queensmead, the surface car park to the front of Sainsburys and within the Kingsmead centre. As previously approved Block 3 is proposed to be the tallest element of the North Queensmead redevelopment but in the case of the current proposal this takes the form of an 6/7 storey feature tower in the north west and west areas of the site. The remainder of the development will generally appear as two/three storey in height. The retail and leisure uses are proposed predominantly at ground, first and second floor levels with the flats generally above. The development will be largely finished in facing brick. The roofs will accommodate photovoltaics to provide renewable energy for the development.

A landscaped amenity area is proposed on the third floor deck. This is shown as south facing with hard and soft landscaping and enclosed by a timber partition. The two bedroom flats and 2 of the one bedroom flats also have a balcony space, the majority of which have approximately 4.5 sq m of space with the exception of a third floor flat which has a balcony of some 18.8 sq m.

The existing entrance into the Kingsmead centre is to be remodelled with a metal surround (including signage zone) and two sets of double doors within a glazed screen. The existing side parapet is shown partially raised to form a rectangular end wall onto which to locate metal fins on a rendered finish. The full height fins will accommodate three digital display screens to advertise the centre tenants including the Vue cinema.

22 car parking spaces will be removed as a result of the demolition of part of the Kingsmead centre. The proposed development will include the provision of 58 car parking spaces including two disabled spaces at third floor level. This provision will be accessible by residents only, through the use of an access controlled gate. This new parking area also provides access to the bridge link to parking above Block 2. Minor layout changes are proposed to this parking area as part of the new bridge link (no spaces will be lost). The proposal will also release the spaces within the Kingsmead multi storey car park currently used by residents of Block 1. Two proposed parking bays are identified as having electric charging points. Servicing is proposed from a new lay by set back from Kingsmead on the east side of the site. Storage for 118 cycle spaces is proposed at third floor level and accessible via the controlled residents car park access. A further 26 spaces will be provided at ground floor level to serve visitors and staff.

An integrated reception system will be provided to the flats. This will require central reception equipment (dishes and aerials) which are proposed to be located on the roof of the building and screened from general view.

The application is accompanied by a site waste management plan. The residential refuse area is located on the third floor and will include separate 1100 litre bins for refuse and recycling with a 240 litre wheeled bin for glass recycling. The bins will be transferred by facilities management staff to the dedicated collection point in the adjacent car park on collection day.

Commercial waste will be stored in dedicated waste storage area within the individual units. The commercial refuse area is located on the east side of the development adjacent to the

access to the service corridor for the retail units. This area will also be emptied by the development operating management company periodically as required and taken to the existing Kingsmead service yard/compactor adjacent to the Vue cinema. Commercial waste will be collected either by a private waste contractor or by the Council through its chargeable trade waste collection scheme.

The application is accompanied by a planning statement, a design and access statement, a flood risk assessment and outline drainage strategy, a site waste management plan, a statement of community involvement, a transport assessment, a framework travel plan, an external lighting report, a daylight analysis, a sustainability statement, a BREEAM pre-assessment report, a Phase I preliminary site assessment, an acoustic design statement, a communal tv statement and a biodiversity checklist.

## **Consultee Responses**

HCC Highways Development Planning	raises no objection to the proposal.
Ecologist Officer	No adverse comments received.
Community - Contracts Manager	raises a query on the capacity of the refuse storage proposed
Parks Development Officer	raises no objection to the proposal.
Scottish & Southern Energy	provides information on the location of its electricity and gas infrastructure.
Environment Agency	advises that they do not wish to be consulted on this proposal.
Hampshire Fire & Rescue Service	advises that access and facilities for Fire Service appliances should be in accordance with Approved Document B5 of the Building Regulations and section 12 of the Hampshire Act 1983. Recommendations are also made in respect of access for high reach appliances, water supplies, the use of sprinklers, fire fighting and the environment and timber framed buildings.
Environmental Health	raises no objection subject to conditions.
Housing	raises no objection subject to a financial contribution towards affordable housing.
Kingsmead Managers Office	no views received.
Natural England	raises no objection to the proposal subject to appropriate mitigation being provided.
Planning Policy	raises no objection to the proposal.

Crime Prevention Design Advisor	gives advice on the vulnerability of motor vehicles to crime, accessibility for the storage of cycles, the boundary treatment to be used and provision of lighting.
Surrey Heath Borough Council	raises no objection to the proposal.
Surface Water Drainage Consultations	raises no objection to the proposal on drainage grounds.
TAG	raises no objection to the proposal subject to none of the buildings or any attachments to the buildings infringe any of the airports safeguarding surfaces.
Thames Water	advises that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network site storage. If it is proposed to connect to a combined public sewer the site drainage should be at the final manhole nearest the boundary. No objection is raised to the proposal in terms of sewerage infrastructure.

### **Neighbours notified**

In addition to posting site notices and press advertisement, 680 individual letters of notification were sent to Meadsvie Court and Chudleigh Court Clockhouse Road, Clockhouse Road, Brand House Coombe Way, Eastmead, Fernleigh Court Elm Grove Road, Farnborough Road, Empress Court Hawthorn Road, The Meads Kingsmead, Kingsmead, Meudon Avenue, Pinehurst Avenue, Princes Mead, Dukes Court Queensmead, Queensmead, Stratford Court Salisbury Road, Salisbury Road, Horizon retail park Solartron Road, The Mead, Solstice House and York House Victoria Road, Victoria Road and Westmead. Letters were also sent to local stakeholders including Bride Hall, Farnborough Propco, Homes England, Knight Frank Investment Management, Legal and General Investment Management, Rushmoor Borough Council, Telereal Trillium and Wilky Holdings

### **Neighbour comments**

The application is accompanied by a Statement of Community Involvement has been submitted in support of the proposal which details how the applicants have engaged with the local community in the form of a public exhibition including a councillor preview (both held on 14 November 2017), the setting up of a dedicated and standalone webpage, publicity through the Council's Facebook and Twitter accounts and a flyer sent to 1930 addresses in the Farnborough town centre area with individual letters sent to nine councillors and Leo Doherty.

A total of 26 responses were received which raised the following matters:

- adequacy of car parking provision to serve existing and proposed development;
- adequacy of cycle parking (too much and too little);
- if development commenced in summer 2018 potential conflict between air show and construction traffic;
- further accommodation could be provided if the Farnborough Business Centre were to be converted into flats;

- additional affordable housing should be made available in Block 3;
- lack of green space at ground level-
- provision of fire safety;
- tower units will overdominate shopping centre and open feeling;
- impact of wind and creation of canyon effect;
- the building is ugly;
- the building dominates and overshadows adjoining buildings;
- totally out of keeping with the area;
- loss of privacy and light;
- need for additional retail space;
- clothes shops urgently required;
- higher importance needs to be placed on drawing people into Farnborough to shop and provide shopping experience;
- need more civic facilities concentrating on leisure not retail;
- alternative design and layout suggestions;
- improve pedestrian routes with the town centre to encourage footfall;
- query re strategy in place to deal with anti social behaviour.

In response to the Council's notification process a representation has been received from flat 42 8 Queensmead objecting to the proposal on grounds of loss of light and privacy.

A representation has been received from flat 61 8 Queensmead querying why there are only 58 car parking spaces to serve 68 apartments as the majority of the families living in the flats could eventually be 2 car families.

Representations have been received from 13 and 98 Brand House Coombe Way and 11 Holmbrook Gardens in support of the proposal as follows:

- it is a good proposal;
- it will help improve town centre appeal and employment;
- it adds value to Farnborough;
- the town needs more variety of shops to be a viable shopping destination;

A query is raised from 98 Brand House that the company has shown a reduction in net profit from 2015 to 2016.

### **Policy and determining issues**

The site lies within Farnborough town centre. As such policies SS1 (The Spatial Strategy), SP4 (Farnborough Town Centre), 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), 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) of the Rushmoor Core Strategy and "saved" local policies TC1 (Development and Diversity, Vitality and Viability in the centres), TC3 (Residential uses above ground floor), TC4 (Uses outside shopping core), S5 (Proposals for A3 uses), OR7 (Indoor recreation, arts and entertainment facilities), ENV16 (Major sites), ENV19 (Landscaping), ENV21-22 (Adequate access and facilities/external areas), ENV48, ENV49, ENV50, ENV51 and ENV52 (Environmental Pollution and Noise), H14 (amenity space), TR10 (Contributions for Local Transport Infrastructure), TR12 (Rear access and servicing facilities) and OR4/OR4.1 (Open Space) are relevant to the consideration of this proposal. The Council's adopted supplementary planning documents (SPD) on 'Housing



Density and Design' (May 2006), 'Planning Contributions - Transport' 2008, 'Car and Cycle Parking Standards', 2017; Farnborough Town Centre and accompanying Prospectus and Sustainable Design and Construction, the Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy as updated and the advice contained in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance are also relevant.

The Council published the draft submission version of the Local Plan for public consultation between Friday 9 June and Friday 21 July 2017. The Council's Planning Policy team have processed all the representations that have been received, prepared a report which has summarised the issues raised during the consultation and set out the Council's response. On 2 February 2018, this report, together with all the 'duly made' representations received during the consultation period, were submitted to the Planning Inspectorate for examination, alongside the plan and its supporting documents.

A planning inspector has been appointed. She will hold a public hearing which is to take place in May this year. Given this, and recognising that they currently have limited weight, policies SS1 (Presumption in favour of sustainable development), SS2 (Spatial Strategy), SP2 (Farnborough Town Centre), SP2.1 (Primary frontages in Farnborough town centre), SP2.2 (Secondary frontages in Farnborough town centre), IN1 (Infrastructure and Community Facilities), IN2 (Transport), IN3 (Telecommunications), D1 (Design in the Built Environment), DE2 (Residential Internal Space Standards), DE3 (Residential Amenity Space Standards), DE4 (Sustainable Water Use), DE6 (Open Space, Sport and Recreation), DE8 (Indoor and Built Sport and Recreation Facilities), DE10 (Pollution), LN1 (Housing mix), LN2 (Affordable Housing), NE1 (Thames Basin Heaths Special Protection Area), NE3 (Trees and Landscaping), NE4 (Biodiversity) and NE8 (Sustainable Drainage Systems) are considered relevant to the current proposal.

The main determining issues are:

- 1 the principle of development;
- 2 design and scale;
- 3 impact on adjoining occupiers and residents;
- 4 the provision of affordable housing
- 5 highway and transportation matters
- 6 nature conservation
- 7 open space provision
- 8 the water environment and flood risk

## **Commentary**

The principle of development

The principle of the comprehensive redevelopment of North Queensmead for commercial and residential purposes was established by the 2004 planning permission. The Planning Policy and Conservation Manager has been consulted on this application and advises that the proposed ground floor retail units comprising a mix of A1 and A3 uses supports the Shopping Core and Draft Submission additional primary frontage. These uses are welcomed and supported. Furthermore the proposed leisure use at first floor will also help support the vitality of the town centre and is also welcomed. As such there is no objection to the principle of development subject to consideration of the following matters.

## Design and scale

When the 2004 permission was granted it was acknowledged that the redevelopment of that part of the town centre would represent a significant change to its former largely three storey character in terms of height, footprint and scale. As approved Block 3 had a similar appearance and footprint to the completed Block 1, whilst being the tallest building within the scheme with accommodation being provided over six to eight floors. The approved building was lower than the Meads business centre but taller than Blocks 1 and 2 (one to two storeys). The approved frontage onto the car park (north elevation) extended across the full width of the site and was eight storeys in height.

The proposal is a different built form when compared to that approved in 2004. The frontage onto the car park (north elevation) comprises a part two part nine storey building which extends across the width of the site. However the nine storey element is limited to the north west corner of the site which extends in part across the north elevation and the depth of the west elevation. Whilst this would be lower than The Meads business centre it would appear about three/four/five storeys higher than Blocks 1 and 2 depending on viewpoint. This results in a feeling of spaciousness around the built form when compared to the solid frontage approved in 2004. Whilst recognising that the proposed development is different it is considered to be compatible with adjoining development and is acceptable in street scene terms.

### Impact on adjoining occupiers and residents;

The closest residential neighbours are located at 8 Queensmead being the flats above Sainsburys (formerly Block 1). The proposed building relationships are not dissimilar to those approved in 2004. It is recognised that the proposal will result in a change to outlook and has the potential to result in a loss of privacy. However having regard to the extant planning permission, the site's town centre location and the largely indirect pattern of overlooking no material loss of amenity to these residents is considered to result.

There is no assessment of the existing noise environment, the noise levels that may arise from the possible noise sources as a result of the development, or how the acoustic criteria will be met. Details of proposed mitigation will be required prior to works commencing both in terms of existing and proposed residents, particularly relating to the proposed D2 use.

The remainder of the adjoining occupiers are largely businesses. The proposal will bring more activity into the centre which is considered to be a benefit to these businesses. There will be impacts associated with noise and privacy but they are not considered to be so detrimental to these occupiers such that permission should be refused in this regard.

Subject to the imposition of appropriate conditions the proposal is considered to have an acceptable impact on adjoining occupiers and residents.

### The living environment created

The proposed flats have been designed to meet Technical Housing standards issued by the Department for Communities and Local Government. The development largely benefits from communal amenity space and private balconies. Given the site's town centre location and having regard to the extant permission, it is considered that an acceptable level of usable amenity space commensurate with the type of development proposed would be provided. The application is supported by a daylight assessment which demonstrates that the proposed layouts will have appropriate levels of light so as to create a satisfactory living

environment. The submitted Acoustic Design Statement simply sets out the acoustic criteria and standards that will be met from all sources of noise on-site resulting from the development and the design criteria for habitable rooms to protect against external noise. These criteria are acceptable.

Communal refuse/recycling bin storage is proposed which may be secured by way of condition. However the Council's Contracts team have an outstanding query on the capacity of the store proposed. The applicant is currently considering this matter and an update will be given to the meeting. Subject to the imposition of appropriate conditions, it is considered that the proposal would create a satisfactory living environment for future residents and is acceptable.

#### The provision of affordable housing

In 2004 it was proposed that, in addition to the 30 dwellings that were to be provided on the Solartron site as a direct replacement to Firgrove Court, 129 residential units would be provided within the redevelopment, representing a net gain of 51 dwellings.

When considering the provision of issue of affordable housing in 2004 the then Local Plan Policy H6 required any development of 25 or more dwellings to make provision for a minimum of 15% to be affordable housing, increasing to about 25%-30% on those sites where the existing use value and infrastructure costs are low. In February 2003 the Council adopted supplementary planning guidance that seeks to negotiate 35-40%. The applicant offered 20% of the new dwellings to be provided on site as affordable housing. The reason for this was that the proposal was for a redevelopment of a town centre where existing land values and existing uses values were/are very high. Furthermore because of the nature of the redevelopment proposals the infrastructure costs were/are proportionally very high. This level of provision was accepted. It is noted that this reflects the current approach as set out draft local plan policy LN2 which is to be considered at the Local Plan Examination next month.

The legal agreement attached to 2004 planning permission had clauses relating to the provision of affordable housing as set out above. The economic position in 2011 led to a re-phasing of development such that the construction of Block 3 was delayed. In 2011 a request was received from the developer to vary the legal agreement, as set out above, such that 25 of the affordable housing units were to be provided within the completed Block 1 by the end of March 2012 with the remaining unit to be delivered as part of Block 3 when that phase was to be constructed. This variation was agreed and the affordable housing was provided within Block 1. This left one unit to be provided which remains the current position.

The Head of Housing has been consulted on this application and confirms that with the exception of one unit, the provision of affordable housing required for the units in this application and in wider North Queensmead redevelopment has already been provided in the block above Sainsburys. She also advises that there it would not be easy to find a registered provider that would take one unit, therefore, it is recommended that a commuted sum in lieu for off site provision should be sought. This figure has been calculated as £147,500 and has been agreed by the applicant. Subject to securing this financial contribution which may be achieved by way of section 106 agreement no objection is raised to the proposal in relation to the provision of affordable housing.

#### Highway and transportation matters

As part of the 2004 planning permission, various transportation improvements were secured,

and subsequently implemented, including the following:

- Improved cycling and pedestrian access
- Advanced stop line for cyclists at Victoria Road/ Kingsmead Traffic Signals.
- Links between the main railway station and the town centre
- Cycle stands in Kingsmead/Queensmead
- Cycle lockers in Kingsmead.
- Pedestrian facility within the proposed signal junction at Victoria Road/Kingsmead.
- Improved pedestrian routes along Kingsmead
- Pedestrian crossing points over Kingsmead
- New bus stops on Kingsmead adjacent to Sainsburys; and
- New traffic signals at Victoria Road/Kingsmead to assist public transport movements in the area

The current application is supported by an amended Transport Assessment and Travel Plan following a request from the County Highway Authority for further information and clarification particularly in relation to servicing and trip generation.

As set out above 22 car parking spaces would be lost as a result of the demolition of part of the Kingsmead centre. The proposed development will provide 58 car parking spaces including two disabled spaces at third floor level. Servicing is proposed from a new lay by set back from Kingsmead on the east side of the site. Storage for 118 cycle spaces are proposed at third floor level and accessible via the controlled residents car park access. A further 26 spaces will be provided at ground floor level to serve visitors and staff.

The County Highway Authority is satisfied with the level of car parking proposed subject to the imposition of conditions requiring that all parking spaces are to remain unallocated, the bridge link is completed prior to first occupation of the development and details of the controlled access gate, its operation and cycle storage are submitted. It also seeks confirmation about the exact quantum of spaces that would be released when the currently reserved spaces within the multi storey car park for use by residents of Block 1 would be freed up which is currently being clarified by the applicant. However, whilst these additional spaces are identified as making provision towards the proposed retail and leisure uses it is noted that the 2004 permission made car parking provision for one space per flat. This is not the case with the current submission and, whilst noting the County Highway Authority's (CHA) comments, is of concern. This matter has been raised with the applicant and an update will be given to the meeting in this regard.

The CHA is satisfied with the proposed access and servicing arrangements onto Kingsmead.

The revised transport assessment indicated an increase in trip generation above that associated with the 2004 permission that would impact on the Pinehurst roundabout. The CHA raises no objection to the proposal in this regard subject to a financial contribution towards improvements to the Pinehurst roundabout. This is also being discussed with the

applicant and an update will be given to the meeting.

A revised framework travel plan has been submitted with the application. Whilst the CHA have identified further areas of work that the travel plan needs to address, it raises no objection in this regard subject to the delivery of an approved travel plans together with approval and monitoring fee and travel plan bond. This may be secured by way of a section 106 legal agreement (including the opportunity to amend the travel plan).

Notwithstanding the car parking issue, subject to the above matters being satisfactorily addressed and the requirements of the CHA being met there is no objection to the proposal on highway grounds.

#### Nature conservation

The site is located within 5km of the Thames Basin Heaths Special Protection Area. Natural England believes that the impact of new residential development results in increased recreational activity that could affect the breeding success of important bird species. The Council therefore has to consider carefully the effects of residential development on the heathland. The Council supports the conservation of natural habitats, the protection of endangered species and the aim of increasing the amount of land available for outdoor public recreation.

However, the Council also has a statutory obligation to decide planning applications on their merits, taking into account national and local planning policy and meeting housing demand.

The Council has adopted a Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (AMS) as amended and agreed with Natural England setting out the approach which will be followed to reduce harm to the heathlands from additional residential development. This involves two parts:

- Provision of Suitable Alternative Natural Green Space (SANG)
- Provision of Strategic Access and Monitoring Measures (SAMM) to reduce the impact of visitors to the SPA

All residential planning applications will be considered against the requirements of the AMS as amended and policy CP13 of the core strategy .

Natural England has been consulted on this application and advises that:

"... as long as the applicant is complying with the requirements of Rushmoor's Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA (through a legal agreement securing contributions to Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM) Natural England has no objection to this application..."

In this case it is relevant to note that paragraph 5.2 of the AMS states:

"Replacement dwellings will not generally lead to increased recreational pressure and therefore, will have no likely significant effect on the SPA and will not be required to make a contribution to the provision of avoidance measures"

It is also relevant to note that there is a fall back position namely an extant and implementable permission for the provision of 69 flats. The current proposal seeks to

replace, albeit with a reduction of one unit, the residential development approved in 2004. Having regard to the above, it is therefore the Council's view, as the competent authority for the purposes of the Conservation of Habitats and Species Regulations 2017, that the proposal will have no likely significant effect on the SPA and as such no contribution is sought in this regard.

The application is supported by a Biodiversity checklist which does not raise any site specific impacts on or implications for biodiversity. As such no objection is raised to the proposal in this regard.

#### Open space provision

The Local Plan seeks to ensure that adequate open space provision is made to cater for future residents in connection with new residential developments. 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.

As part of the 2004 planning permission a financial contribution towards open space for the development as a whole was secured. As set out above the applicant subsequently requested that the legal agreement be varied to enable the financial contribution to be paid in respect of children's play space be used within a wider area within the town centre to be defined as coloured purple on Inset map 1 within the Rushmoor Local Plan Review 1996-2011 but outside the application site outline in red. This play space was envisaged to be on the land next to the leisure centre and the existing skate park but has not been provided to date. However it is noted that the existing outdoor recreational uses are to be removed as part of the redevelopment of the Civic Quarter as envisaged in the Civic Quarter supplementary planning document. Given the issues of provision of play space within the Civic Quarter, it is proposed to amend the clause agreed in 2009 to ensure provision of play space within 200 metres of Farnborough town centre as defined on the Rushmoor Core Strategy proposals map.

The open space contribution in respect of Block 1 has been paid. It is therefore appropriate to re-secure a financial contribution towards open space in respect of Block 3. Based on current contributions this would be £122,825.00 (ie 17 x £1525 and 51 x £1900) and is proposed for open space (Landscaping, park furniture, fencing and footpath renewal) and pitches (pitch refurbishment) at the Rectory Road recreation ground. The applicant has agreed to this which would be secured by way of section 106 agreement. Subject to the completion of an appropriate obligation no objection is raised to the proposal within the terms of Policy OR4.

#### The water environment and flood risk

Policy CP4 relates to surface water flooding and seeks details of sustainable drainage systems that will be incorporated into the development. The application site is within Flood Zone 1. The Hampshire County Council draft surface water management plan 2012 shows that the site has not been the subject of flooding events. However, it is recognised that due to the high water table within Farnborough town centre that infiltration is not appropriate in terms of SUDS. Given this, the drainage for the site will include gullies serving roof drainage, permeable paving/sub base and an underground attenuation tank. Hampshire County Council as Lead Local Flood Authority advise that the proposals for surface water drainage meet the current standards/best practice and are acceptable. The Environment Agency have advised that they do not wish to be consulted on this application. Thames Water raise no

objection to the proposal. Subject to the imposition of appropriate conditions to secure a detailed drainage strategy including long term maintenance no objection is raised to the proposal in terms of the water environment and flood risk.

#### Sustainable development and renewable energy

The proposal is for a mixed use development. The proposals include the use of a communal heat distribution network and solar photovoltaic panels on the roofs. A Sustainability statement and BREEAM Pre-Assessment has been submitted in support of the application which demonstrate that the non residential part of the development will achieve a BREEAM "Very Good" level.

Following the Royal Assent of the Deregulation Bill 2015 (26 March 2015) the government's current policy position is that planning permissions should not be granted requiring or subject to conditions requiring, compliance with any technical housing standards for example the Code for Sustainable Homes, other than for those areas where authorities have existing policies. In Rushmoor's case this means that we can require energy performance for the proposed flats in accordance with Code Level 4 as set out in policy CP3 of the Rushmoor Core Strategy. Such measures, and confirmation that the non residential part of the development will achieve a BREEAM level of "Very Good", may be secured by way of conditions and on this basis no objection is raised to the proposal in terms of policy CP3.

#### Other matters

In its consultation response TAG as operators of Farnborough Airport raised no objection to the proposal subject to none of the buildings or any attachments to the buildings infringe any of the airports safeguarding surfaces. This has been clarified to mean that providing the height of the tallest part of the building is below 111.00m AOD (Above Ordnance Datum) then TAG would not have any objections to the proposal. The applicants have confirmed that the building is proposed to be approximately 101.00 AOD.

Due to the time required to complete the legal agreement a request has been received from the applicant to extend the time for the determination of this application to 20 June 2018 to enable the legal agreement to be completed. This has been agreed.

#### Conclusion -

Development of this part of the town centre is an important phase of the overall scheme to revitalise the town centre. It meets the criteria adopted by the Council in the development plan and the supplementary planning document on the town centre. The proposal is acceptable in principle. It would have an acceptable impact on the character of the area, it will create a satisfactory living environment for future occupiers, have an acceptable impact on adjoining non-residential and residential occupiers and meet the functional requirements of the development. The proposal is acceptable in highway terms, it makes satisfactory provision for affordable housing and public open space, addresses its impact on the SPA and secures appropriate energy efficiency measures. It complies with development plan policies, the Council's adopted Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy and the National Planning Policy Framework/Planning Practice Guidance and is recommended for approval.

#### **FULL RECOMMENDATION**

Subject to the issues relating to refuse/recycling and highway matters as set out above being

satisfactorily addressed it is recommended that permission be **GRANTED** subject to the completion of an appropriate section 106 planning obligation by 18 June 2018 in respect of open space, affordable housing and highway matters as set out above and the imposition of the following conditions and informatives

However, in the event that a satisfactory s106 planning obligation is not completed by 18 June 2018 the Head of Planning, in consultation with the Chairman, be authorised to **REFUSE** planning permission on the grounds that the proposal fails to make appropriate provision for open space and affordable housing nor mitigate its impact in highway terms contrary to development plan policies and the provisions of the Council's supplementary planning document Planning Contributions - Transport 2008.

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

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

- 2 Notwithstanding any indication of materials which may have been given in the application, or in the absence of such information, 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.

Reason - To ensure satisfactory external appearance.\*

- 3 Notwithstanding any indication of materials which may have been given in the application, or in the absence of such information, 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.

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

- 4 No works shall start on site until a construction method statement has been submitted to and approved in writing by the Local Planning Authority, which shall include:

- i) programme of construction work;
- ii) the provision of long term facilities for contractor parking;
- iii) the arrangements for deliveries associated with all construction works;
- iv) methods and phasing of construction works;
- v) access and egress for plant and deliveries;
- vi) protection of pedestrian routes during construction;
- vii) location of temporary site buildings, site compounds, construction materials and plant storage areas;
- viii) controls over dust, noise and vibration during the construction period;
- ix) provision for storage, collection and disposal of rubbish from the development during the construction period

Construction shall only take place in accordance with the approved method statement\*

Reason - In the interests of amenity and highway safety.



- 5 Site preparation, clearance works, pile driving and construction works within the area covered by the application shall only take place between the hours of 0700-1800 Monday to Friday and 0800-1300 on Saturdays. No works at all shall take place on Sundays and Bank or Statutory Holidays unless otherwise first agreed in writing by the Local Planning Authority.

Reason - To protect the amenities of surrounding residential properties and other occupiers.

- 6 In the event that impact or driven pile driving is proposed no works shall start on site until full details of all means and methods of pile driving (including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure and the programme of works) have been submitted to and approved in writing by the Local Planning Authority. The method of construction shall thereafter take place in accordance with the approved details

Reason - To protect the amenities of nearby residential properties and occupiers and to safeguard underground water and sewerage infrastructure environment

- 7 No food and drink use shall start until details of the means of suppressing and directing smells and fumes from the premises to which they relate have been submitted to and approved in writing by the Local Planning Authority. These details shall include the height, position, design, materials, and specification of any external chimney or extraction vent. The approved details shall then be implemented before the food and drink uses hereby permitted start and shall be retained in working order at all times thereafter. \*

Reason - To protect the amenities of nearby residential properties and adjoining occupiers

- 8 Unless otherwise approved by this permission no display or storage of goods, materials, plant, or equipment shall take place other than within the buildings.

Reason - In the interests of the visual amenities of the area and to safeguard the operation of the service yard

- 9 All plant and machinery shall be enclosed and retained with soundproofing materials and mounted in a way which will minimise transmission of structure-borne sound in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority.

Reason - To protect the amenity of neighbouring occupiers.\*

- 10 Unless otherwise agreed in writing, 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 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 and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action 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.\*

- 11 Notwithstanding any information submitted with the application no part of the development shall be occupied until details of cycle parking to serve that part of the development to which they relate have been submitted to and agreed by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of that part of the development to which they relate and thereafter retained.

Reason - To promote alternative modes of transport and to encourage cycling to the site

- 12 No dwelling shall be occupied until the off-street parking facilities to serve the proposed flats shown on the approved plans have been completed and made ready for use by the occupiers/visitors. The parking spaces shall be unallocated and thereafter retained solely for parking purposes (to be used by the occupiers of, and visitors to, the proposed flats) and, in the interests of clarity, not used for the storage of caravans, boats or trailers . \*

Reason - To ensure the provision and availability of adequate off-street parking

- 13 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

- 14 The development hereby approved shall not be occupied until measures to protect the flats and amenity space/balconies from traffic or other external noise have been implemented in accordance with a scheme to include, for example, acoustic barriers and double glazing which has been first submitted to and approved in writing by the

Local Planning Authority. On approved the mitigation measures shall be implemented in full prior to the first occupation of the flats to which they relate

Reason - To protect the amenity of the occupiers of the development.\*

- 16 Within 6 months of the first occupation of the non residential parts of the development a verification report shall be submitted which demonstrates that that part of the development has achieved a BREEAM Very Good standard.

Reason - To confirm the target score as indicated in the BREEAM Pre-Assessment Summary Report prepared by RPS and to meet the objectives of policy CP3 of the Rushmoor Core Strategy.

- 17 Prior to the commencement of development, and notwithstanding any details submitted with the application, details of measures to achieve the energy performance standards for the residential part of the development in accordance with Code Level 4 for Sustainable Homes or equivalent 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 residential part of the development and retained in perpetuity.

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

- 18 No part of the development shall be occupied until the bridge link as shown on the approved plans linking blocks 2 and 3 has been completed, made available for use and thereafter retained.

Reason - to ensure appropriate parking provision is available for residents of Block 1 and to release car parking within the Kingsmead multi storey car park.

- 19 Prior to the commencement of development details of method of controlled access to the residents car parking shall be submitted to the Local Planning Authority for approval. Once approved the access arrangements shall be installed in full and thereafter retained.

Reason - to ensure appropriate levels of car parking are secured for future residents of Block 3

- 20 Prior to the commencement of development, and notwithstanding any details submitted with the application, a detailed Sustainable Drainage Systems (SUDS) strategy 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 development to which they relate and retained in perpetuity.

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

- 21 Notwithstanding any details submitted in the application no dwelling shall be occupied until details of the location and appearance of the communal aerial/satellite facilities for the development have been submitted to and approved in writing by the Local Planning Authority. The approved system shall then be installed and made operational before the relevant dwellings are occupied. \*

Reason - In the interests of the visual amenity of the area.

- 22 Prior to the first occupation of any dwelling the communal amenity space shall be provided, made available for use and thereafter retained for its designated purpose.

Reason - To meet the recreational needs of future residents

- 23 No dwelling shall be occupied until a fully detailed landscape, planting and maintenance scheme (to include, where appropriate, both landscape planting and ecological enhancement) for the communal amenity space has been submitted to and approved in writing by the Local Planning Authority. The communal amenity space shall be completed and retained in accordance with the details so approved. Any tree/shrub removed, dying or becoming seriously diseased within five years of planting shall be replaced by trees/shrubs of similar size and species to those originally required to be planted.

Reason - To ensure the development makes an adequate contribution to visual amenity and biodiversity\*

- 24 Notwithstanding any information submitted with the application no part of the development shall be occupied until details of all screen and boundary walls, fences, hedges or other means of enclosure have been submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be completed prior to first occupation and thereafter retained in accordance with the details so approved.

Reason - To safeguard the amenities of neighbouring property.\*

- 25 Prior to the first occupation of any of the non residential parts of the development the servicing facilities as shown on the approved plans shall be provided in full, made available for use and thereafter retained.

Reason - To meet the functional needs of the retail and and leisure uses in the interests of highway safety

- 26 In the event that demolition works are not to take place concurrently as part of the construction of the proposed development, a demolition strategy shall be submitted to the Local Planning Authority for approval. Once approved demolition and associated mitigation measures shall be undertaken in accordance with the approved strategy.

Reason - In the interests of the visual and residential amenities of the area and highway safety

- 27 The refuse collection strategy for the site shall be undertaken in accordance with the measures as set out in the Design and Access statement

Reason – To meet the functional requirements of the development in the interests of visual and residential amenity and highway safety

- 28 The permission hereby granted shall be carried out in accordance with the following approved drawings - P-001 rev A, 002 rev A, 003 rev A, 004, 005, 006 rev A, 007, 008, 101 rev A, 102 rev B, 103 rev A, 104 rev A, 105 rev A, 106, 107, 108, 109, 110 rev A, 111, 201 rev A, 202 rev A, 301, 302 rev A, 303, 304 rev A, 306 and SK 107

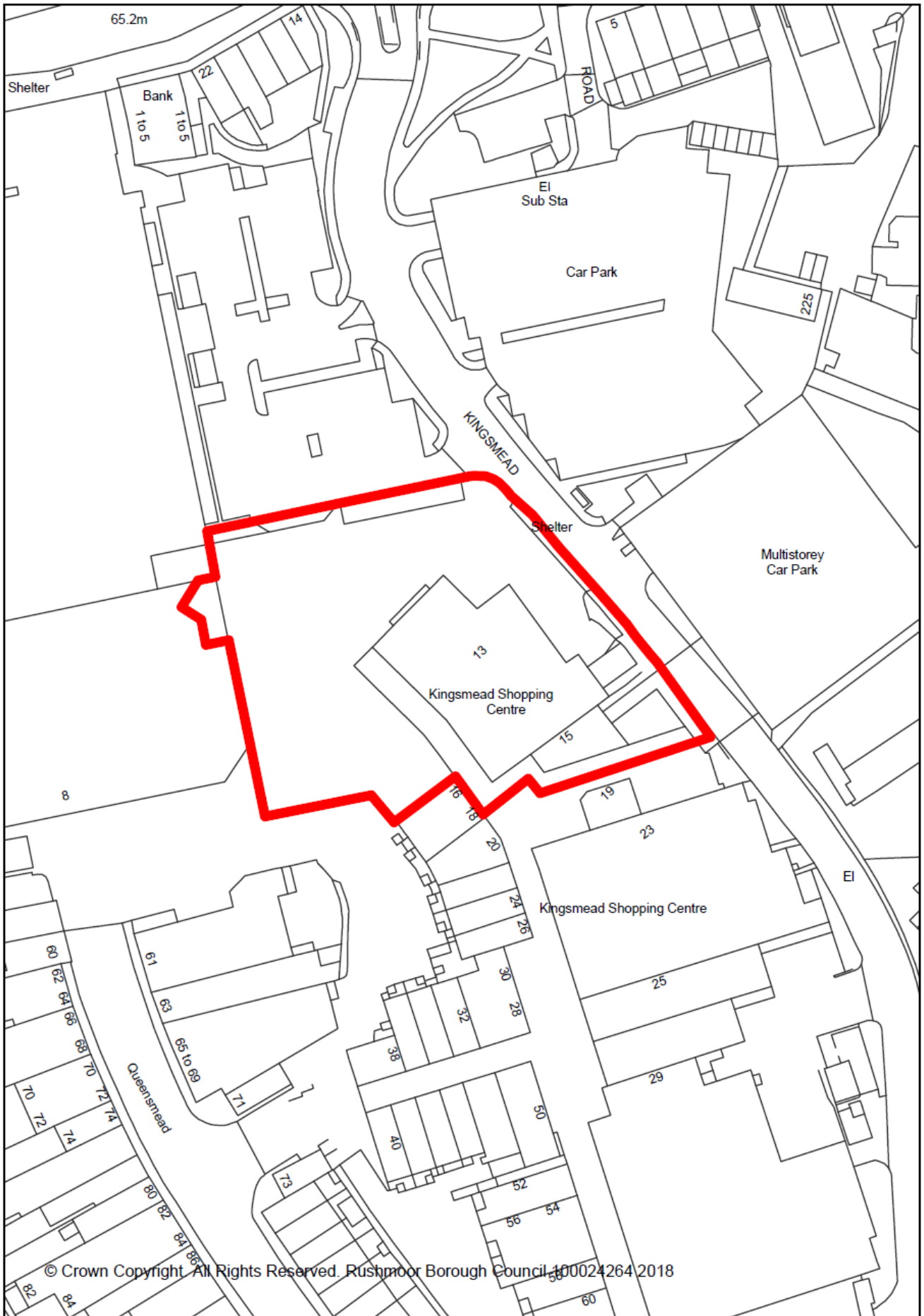
Reason - To ensure the development is implemented in accordance with the permission granted

## Informatives

- 1 INFORMATIVE – The Local Planning Authority’s commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.
- 2 INFORMATIVE - REASONS FOR APPROVAL- The Council has granted permission because the proposal is acceptable in principle. It would have an acceptable impact on the character of the area, it will create a satisfactory living environment for future occupiers, have an acceptable impact on adjoining non-residential and residential occupiers and meet the functional requirements of the development. The proposal is acceptable in highway terms, it makes satisfactory provision for affordable housing and public open space, addresses its impact on the SPA and secures appropriate energy efficiency measures. It complies with development plan policies, the Council's adopted Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy and the National Planning Policy Framework/Planning Practice Guidance 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.
- 3 INFORMATIVE - Your attention is specifically drawn to the conditions marked \*. These conditions 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.
- 4 INFORMATIVE - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 5 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.
- 6 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.

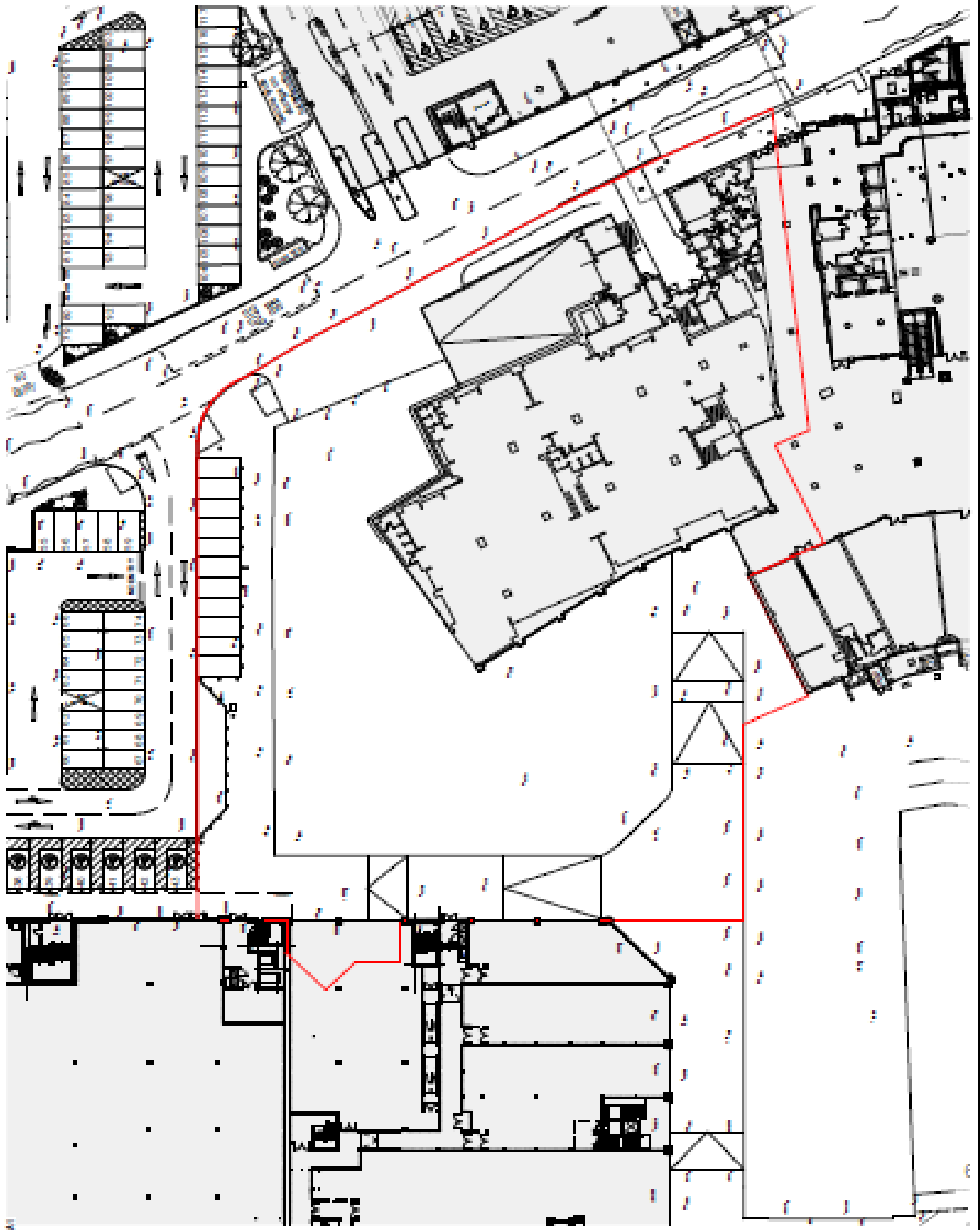
- 7 INFORMATIVE - The applicant is advised to contact the Recycling and Waste Management section at Rushmoor Borough Council on 01252 398164 with regard to providing bins for refuse and recycling. The bins should be: 1) provided prior to the occupation of the properties; 2) compatible with the Council's collection vehicles, colour scheme and specifications; 3) appropriate for the number of occupants they serve; 4) fit into the development's bin storage facilities.
- 8 INFORMATIVE - The planning permission hereby granted does not authorise the applicant, or his agents, to construct a new/altered access to, or other work within, the public highway. A separate consent for works within the highway must first be obtained from the highway authority who may be contacted at the following address:- Hampshire County Council Highways Sub Unit, M3 Motorway Compound, Hook, Hampshire, RG27 9AA.
- 9 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.
- 10 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.
- 11 INFORMATIVE - The applicant is reminded that the premises should be made accessible to all disabled people, not just wheelchair users, in accordance with the duties imposed by the Equality Act 2010. This may be achieved by following recommendations set out in British Standard BS 8300: 2009 "Design of buildings and their approaches to meet the needs of disabled people - Code of Practice". Where Building Regulations apply, provision of access for disabled people to the premises will be required in accordance with Approved Document M to the Building Regulations 2000 "Access to and use of buildings". The Rushmoor Access Group would welcome the opportunity to give further advice and guidance.
- 12 INFORMATIVE - The applicant is advised that there may be a need to comply with the requirements of the Party Wall (etc.) Act 1996 before starting works on site. The Party Wall (etc.) Act is not enforced or administered by the Council but further information can be found on the Planning Portal website <https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance> and you are able to download The party Wall Act 1996 explanatory booklet.
- 13 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.

- 14    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.





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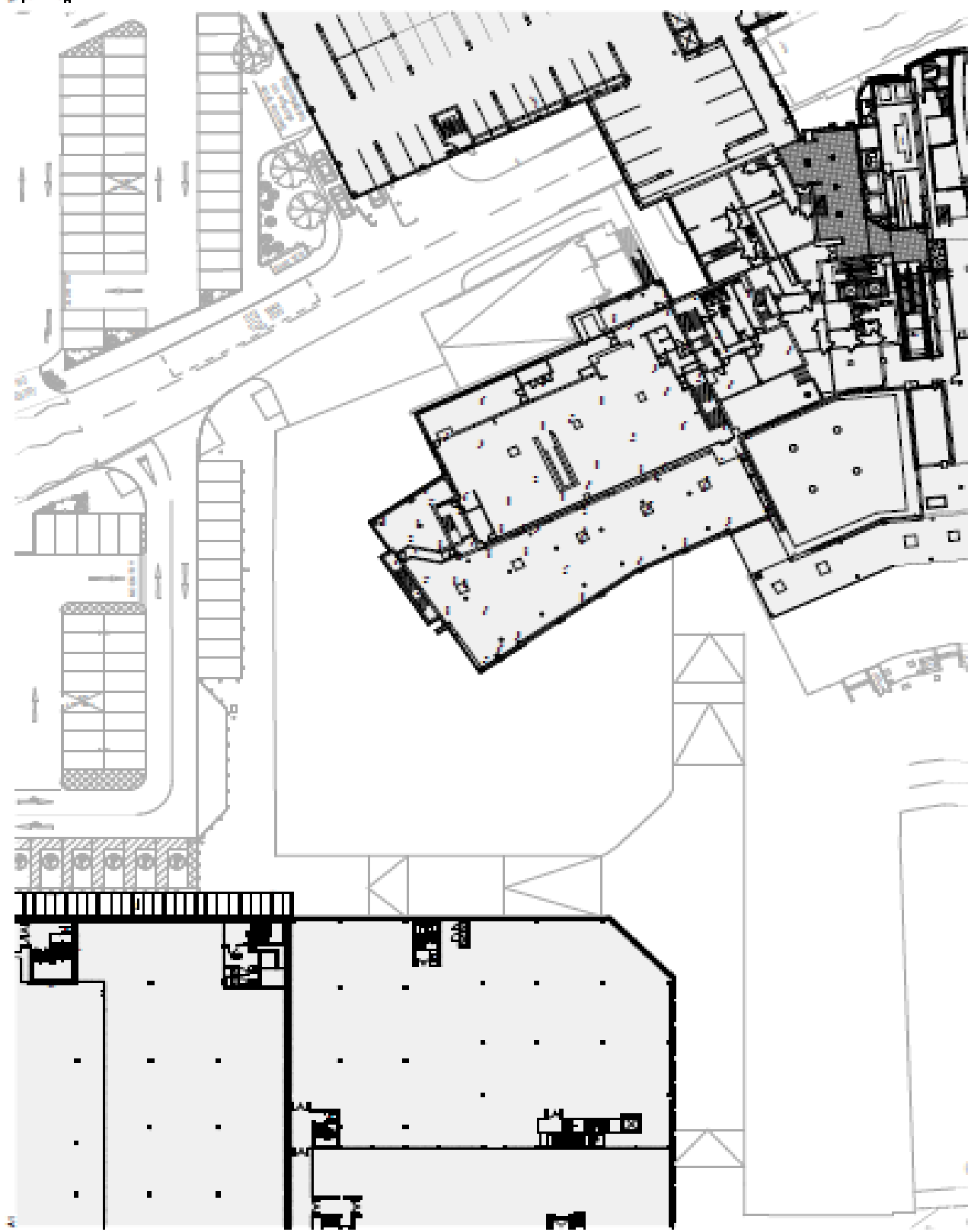


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### FARNBOROUGH TOWN CENTRE, BLOCK 3

CROSS SECTION THROUGH FARNBOROUGH TOWN CENTRE, BLOCK 3

1	EXISTING
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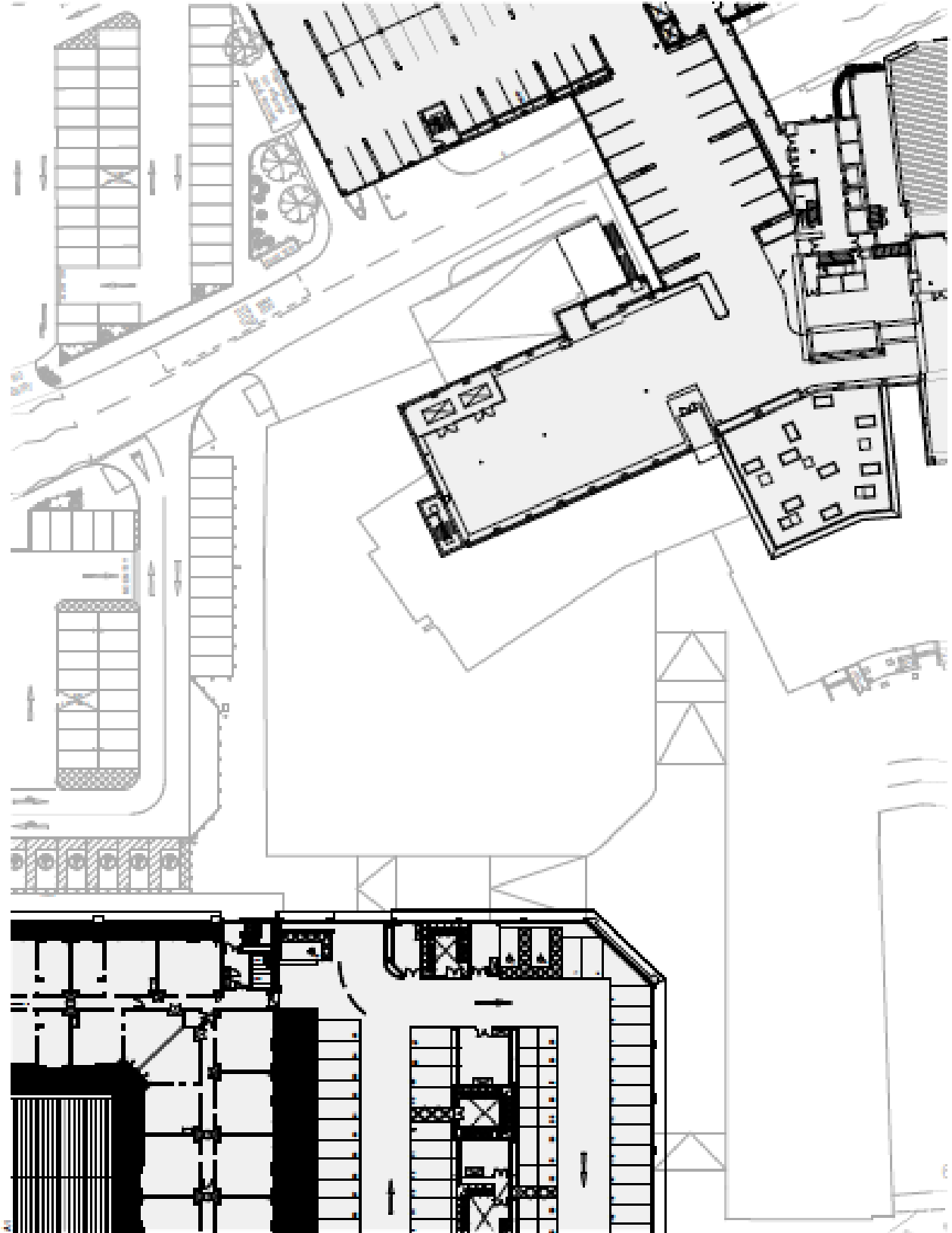


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 Project: FARNBOROUGH TOWN CENTRE

FARNBOROUGH TOWN CENTRE, BLOCK 3

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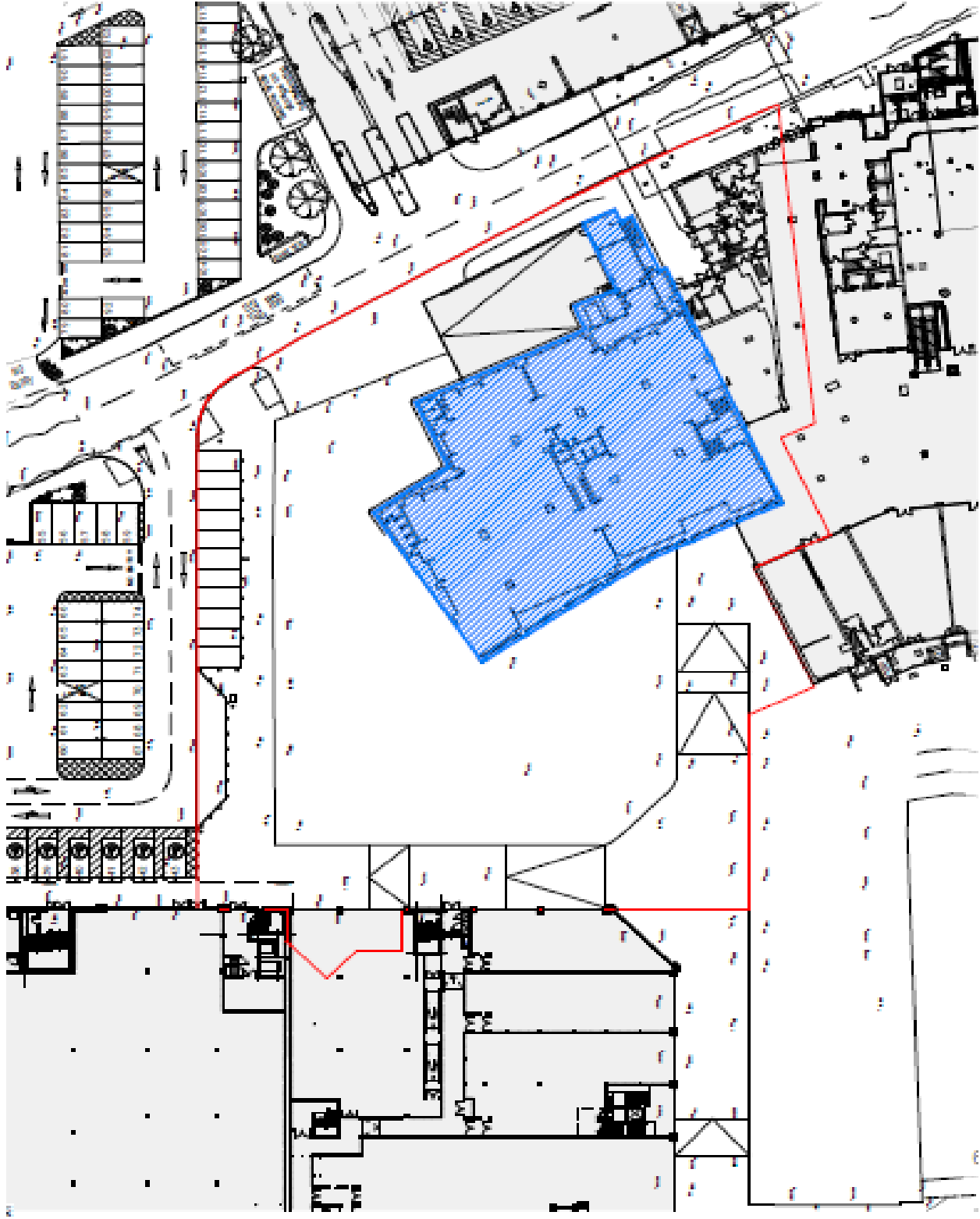


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FARNBOROUGH TOWN CENTRE, BLOCK 3

CROSS SECTION ARCHITECT  
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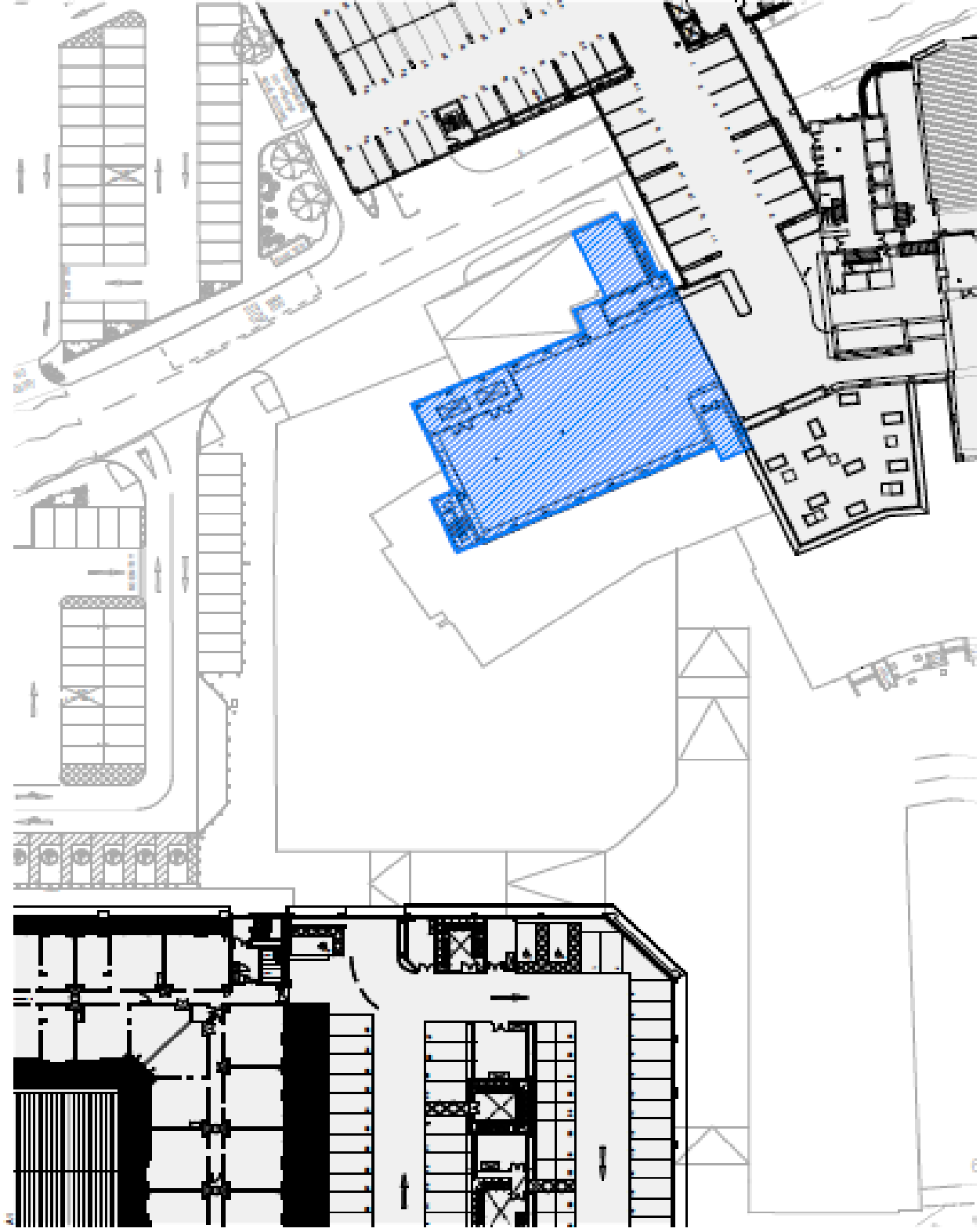


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CROSSFIELD ARCHITECTURE ARCHITECTS  
 100 THE TOWN CENTRE  
 FARNBOROUGH, HAMPSHIRE, GU14 7JF  
 TEL: 01256 333333  
 WWW.CROSSFIELDARCHITECTURE.CO.UK

FARNBOROUGH TOWN CENTRE, BLOCK 3

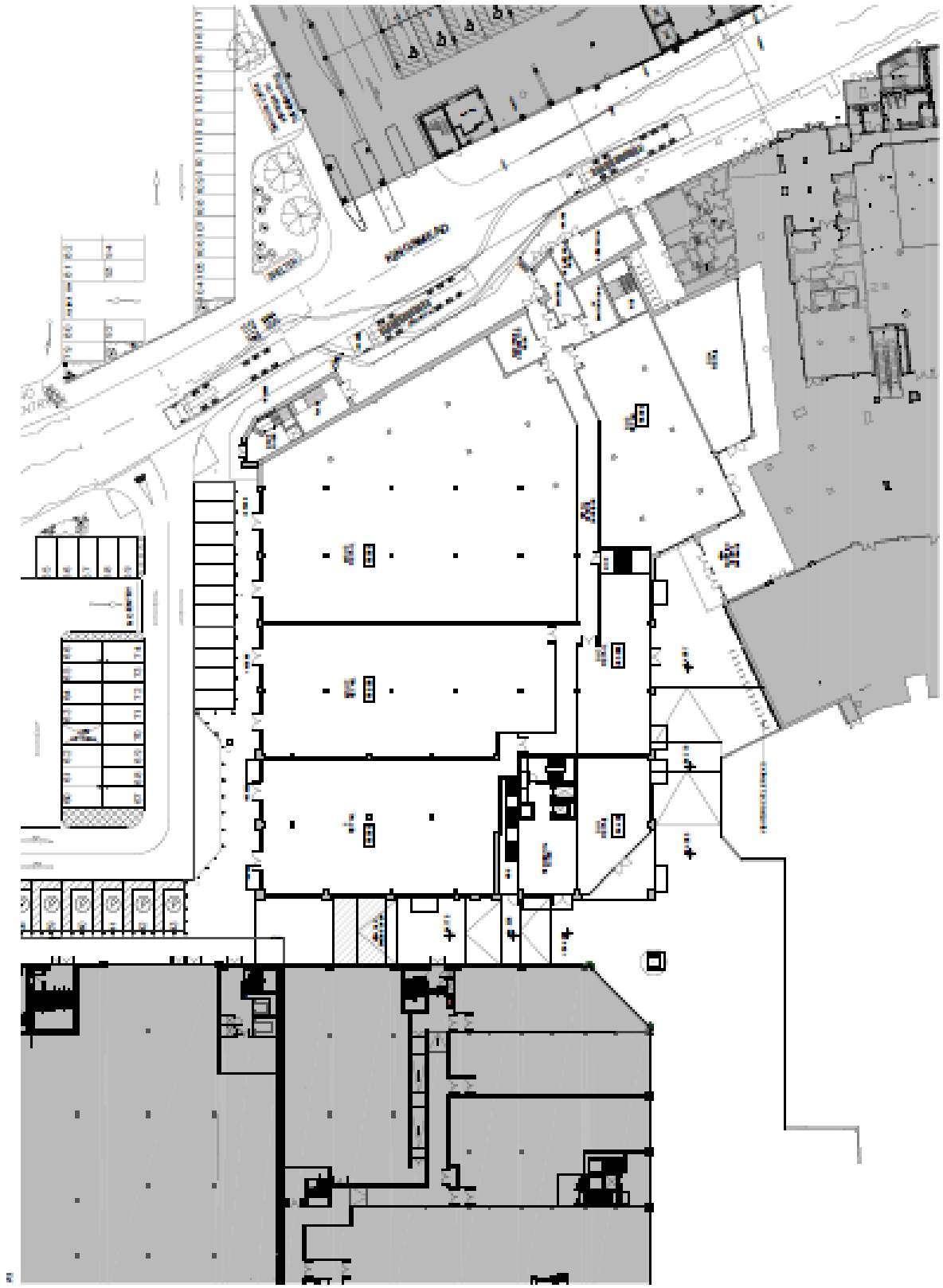
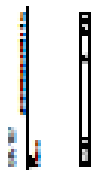
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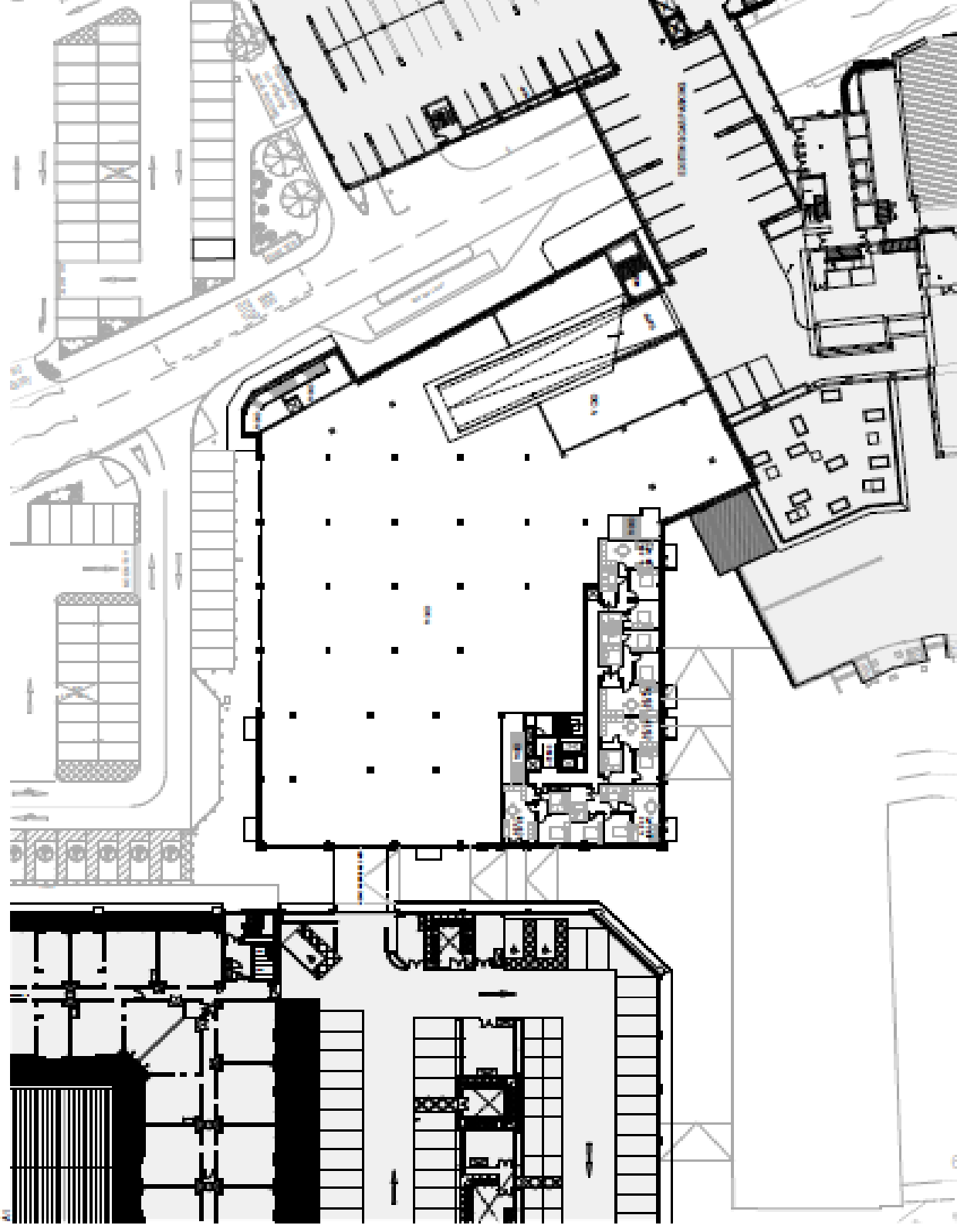
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FARNBOROUGH TOWN CENTRE, BLOCK 3

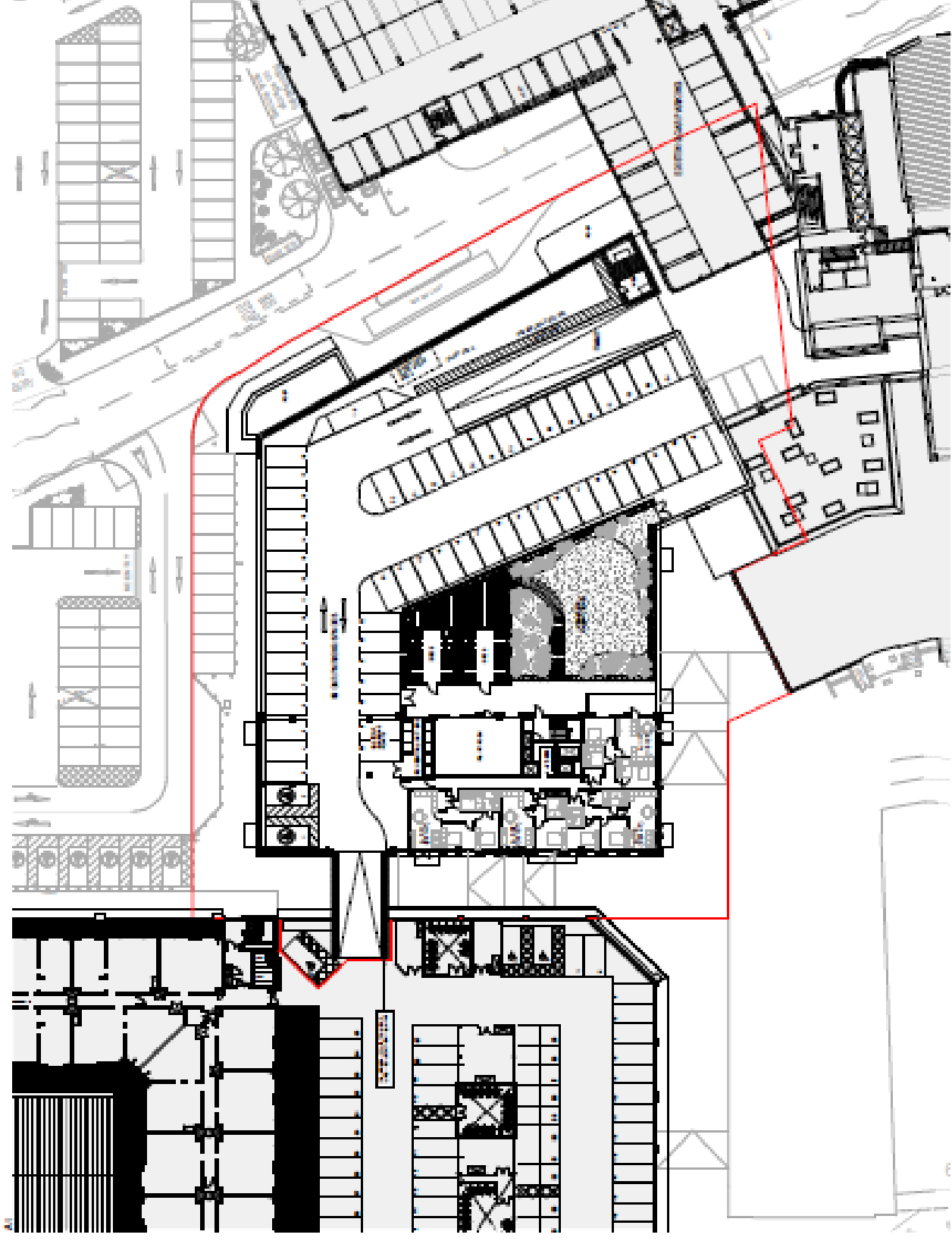
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DATE: 15/08/14

REVISIONS:

DESCRIPTION:



DATE: 15/08/14

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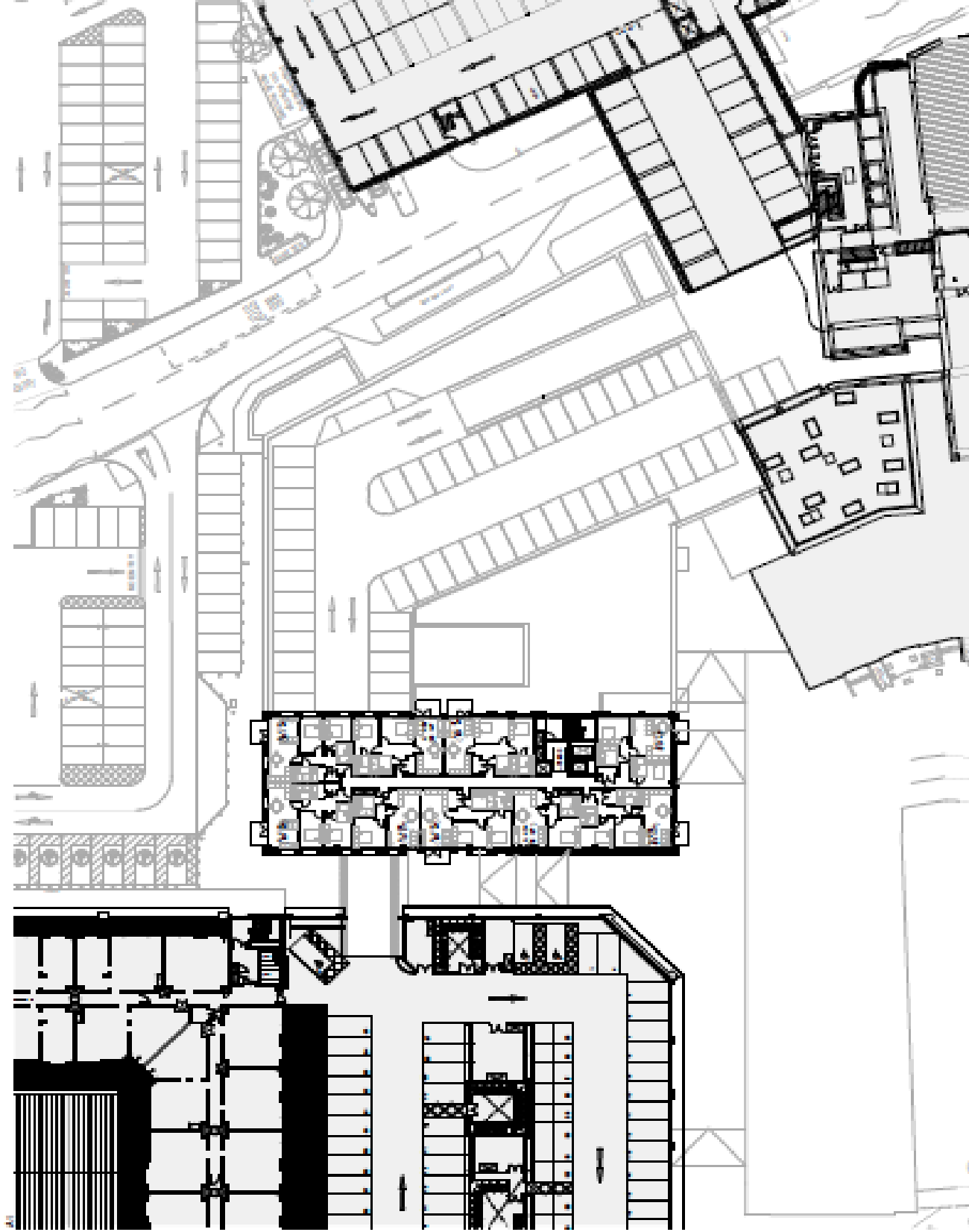
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### FARNBOROUGH TOWN CENTRE, BLOCK 3

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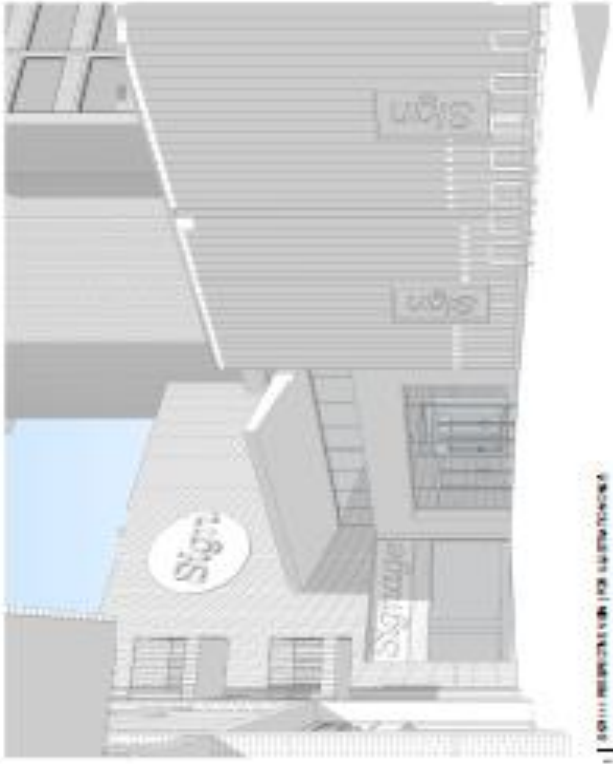


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FARNBOROUGH TOWN CENTRE, BLOCK 3

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03/11/11 PROPOSED CURBSIDE PICKUP AND DELIVERY POINT



03/11/11 PROPOSED DELIVERY AND PICKUP POINT



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03/11/11 PROPOSED DELIVERY AND PICKUP POINT

03/11/11 PROPOSED DELIVERY AND PICKUP POINT

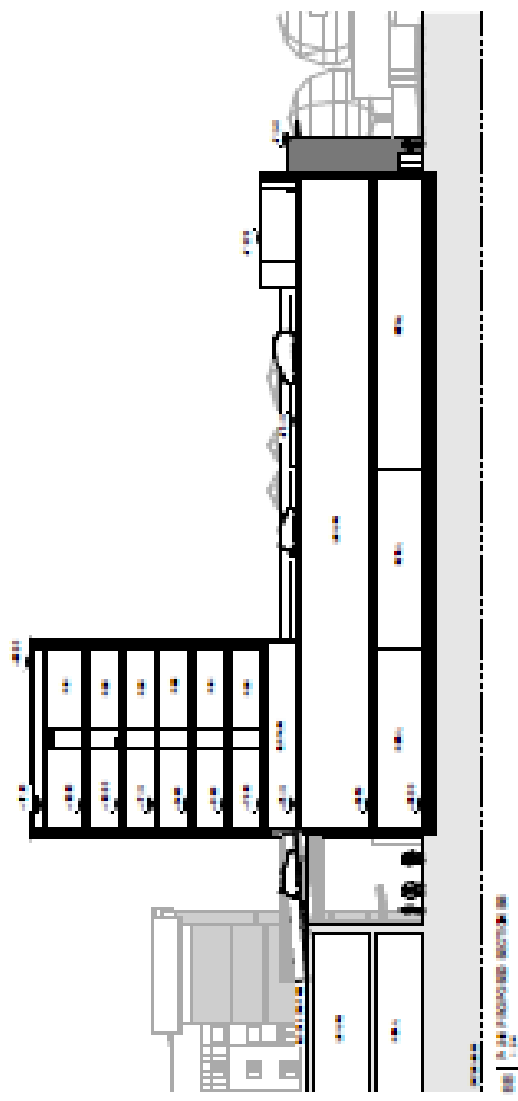
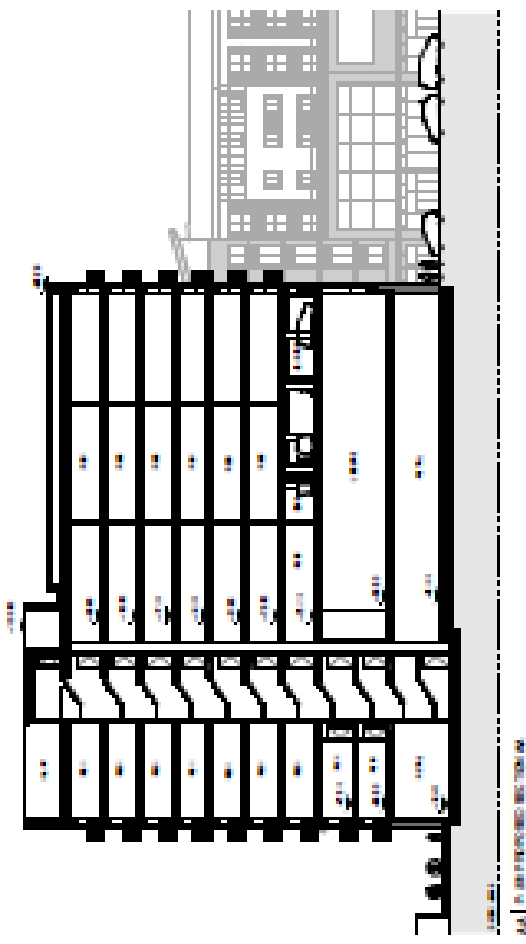


03/11/11 PROPOSED CURBSIDE PICKUP AND DELIVERY POINT



03/11/11 PROPOSED DELIVERY AND PICKUP POINT

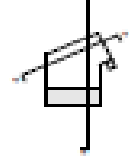
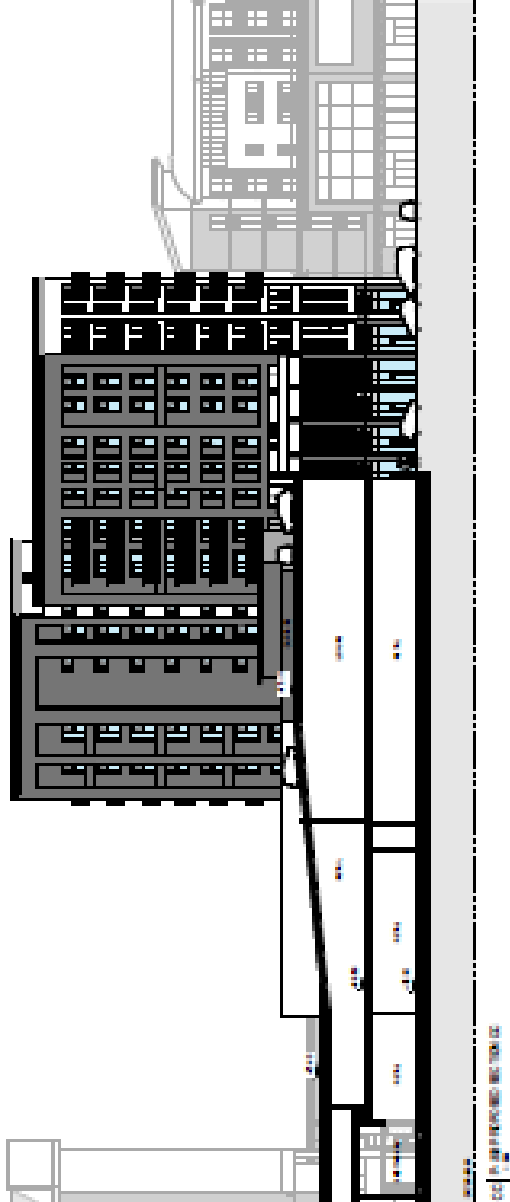
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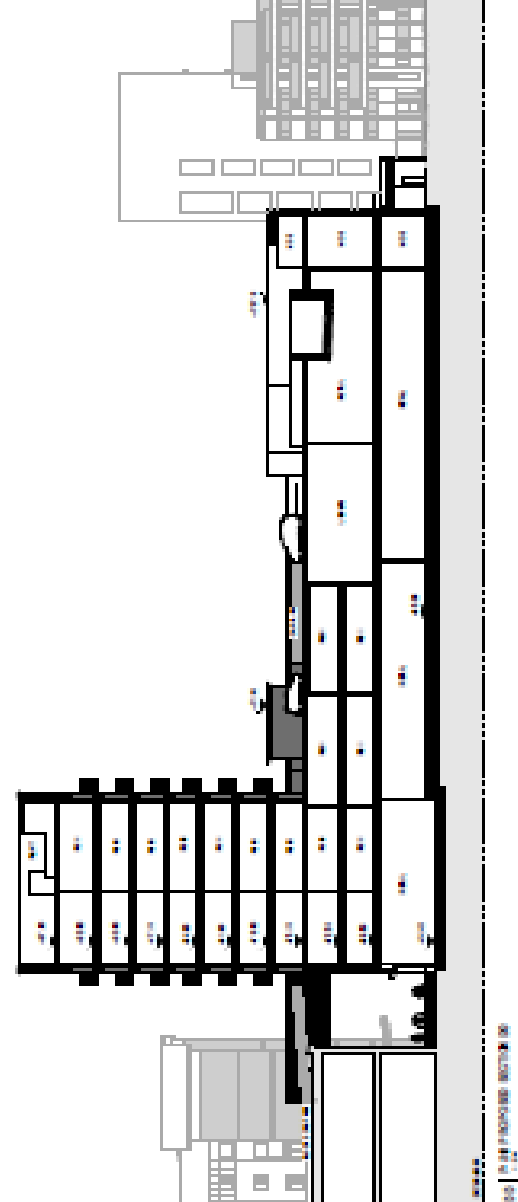
# FARNBOROUGH TOWN CENTRE, BLOCK 3

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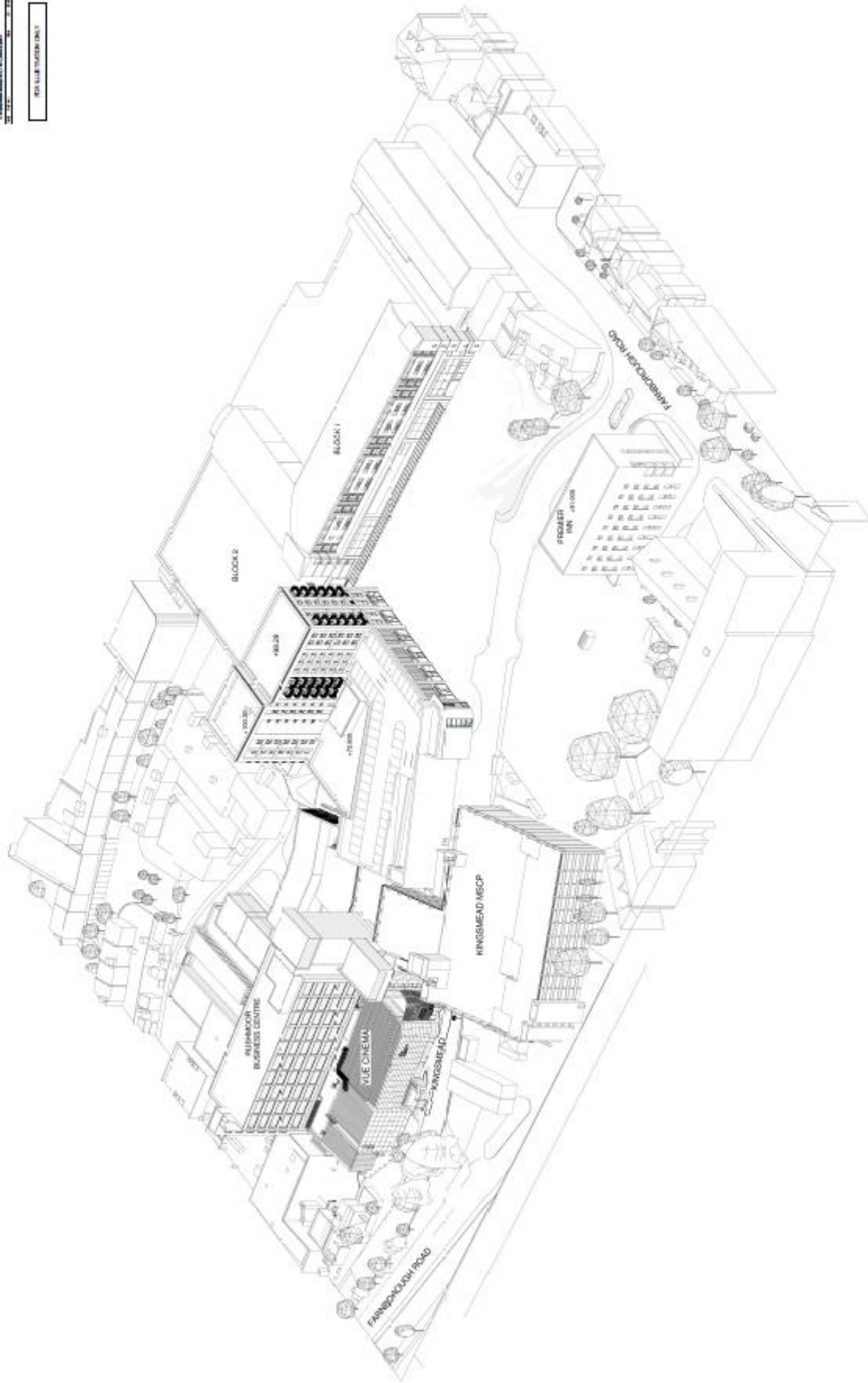
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FARNBOROUGH TOWN CENTRE, BLOCK 3

CROSS SECTION THROUGH FARNBOROUGH TOWN CENTRE, BLOCK 3

FOR ILLUSTRATION ONLY



Site Plan



LYONS+SLEEMAN+HOARE | Architects

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Tel: 604.681.1111 Fax: 604.681.1112 www.lyons-sleeman.com

FOR ILLUSTRATION ONLY

AS SHOWN	DATE	BY	CHKD	SCALE	PROJECT	DATE	DESCRIPTION
1000	1/1/11	JLH	JLH	1/4" = 1'-0"	16066	1/1/11	REVISIONS
1000	1/1/11	JLH	JLH	1/4" = 1'-0"	16066	1/1/11	REVISIONS

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ADDRESS	CITY	STATE	COUNTRY	POSTAL CODE	PROJECT NAME	PROJECT TYPE	STATUS	DATE
1000 AVENUE G	GRAND RAPIDS	MI	USA	49503-3527	LYONS+SLEEMAN+HOARE ARCHITECTS	RESIDENTIAL	COMPLETED	2016

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