

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.	18/00623/FULPP
Date Valid	17th August 2018
Expiry date of consultations	10th September 2018
Proposal	Demolition of five detached dwellings and erection of 42 apartments (26 one bedroom and 16 two bedroom) for the elderly (sixty years of age and/or partner over fifty five years of age), guest apartment, communal facilities, access, car parking and landscaping.
Address	<b>110 - 118 Victoria Road Farnborough Hampshire</b>
Ward	Empress
Applicant	Churchill Retirement Living
Agent	Mr Simon Cater
Recommendation	<b>GRANT</b> subject to S.106 planning obligation

### Description

This rectangular application site (0.33 hectares) is on the south side of Victoria Road, some 106 metres to the west of its junction with Station Road and 24 metres to the east of its junction with the access road serving the B&Q service yard and Solartron works. It contains five detached two storey houses of similar age, height and design, each with individual access points onto Victoria Road. The site frontage is about 52 metres and the depth about 62 metres. 120 and 122 Victoria Road, two detached two storey houses lie to the west of the site. There is a terrace of 5 dwellings to the rear of these properties (Kensington Place) completed in 2014 which has accommodation over three floors and takes access from the road leading to the B&Q service area and Solartron Works. 108 Victoria Road lies to the east, a detached two storey house similar in size and appearance to those within the application site. Fernhill Lodge lies further to the east and comprises a development of 27 one bedroom and 10 two bedroom sheltered flats within the control of Churchill Retirement Living. This site has a frontage of about 40 metres with the building having a maximum width and depth of 38 and 48 metres respectively. 13 car parking spaces were approved to serve this development but it is noted that three additional spaces have subsequently been provided parallel to the common boundary with 108 Victoria Road. B&Q and the Solartron Works occupied by Esterline Advanced Sensors are to the south. The properties on the opposite side of Victoria Road are predominantly detached and semi-detached houses.

Amber Gardens on the opposite side of Victoria Road to the north east of the site comprises 21 dwellings including terraced houses with accommodation over three floors on the Victoria Road frontage. There are established trees along the southern site boundary. The site slopes from north to south by about a metre with the higher level being Victoria Road and from east to west with the higher level being 118 Victoria Road.

In March 2005 planning permission, 05/00045/FUL, was refused for the demolition of 108-118 Victoria Road and the construction of a 3 storey 70 bed care home with basement and also for two blocks of flats comprising 17 two bedroom and 4 one bedroom units with new shared access from Victoria Road and 39 on-site parking spaces, on the grounds of adverse impact on the character and appearance of the area, impact on adjoining residents in terms of loss of privacy and visual obtrusion, impact on highway safety and free flow of traffic on Victoria Road, lack of open space provision and no safeguarding of land for a future cycle network.

In dismissing the subsequent appeal the Inspector commented that the increase in height proposed for Block 1 over Fernhill Lodge (between 1.6m and 1.9m) introduced an unnecessarily incongruous effect in the appearance of this street elevation. He further advised that a similar treatment in levels to that adopted for Fernhill Lodge development would have created a better development between the two buildings and the care home beyond. He raised objection to the level of amenity space being proposed for the care home and Block 2, given the number of people to be accommodated on the site. With regard to overlooking the Inspector only raised objection to the second floor kitchen and bathroom windows in Block 1 facing Fernhill Lodge. He raised objection to the rear wing of the care house in terms of an overbearing impact on occupiers of 120 Victoria Road on grounds of proximity (between 12 and 14 metres from the common boundary) and height (11.2 and 13.2 metres). He was satisfied with the level of provision of 21 parking spaces for 21 flats (the adopted standard for the flats was 30 spaces), although he raised concern about the usability of some of the spaces proposed and raised objection on this ground. The provision of 18 spaces for the care home was considered to be acceptable. He was also not satisfied that cycle and refuse storage had been adequately addressed. The Inspector was of the view that the provision of the safeguarding of land to extend the cycle network could be secured by condition. As no obligation had been completed in terms of a contribution towards open space, objection was also raised on this issue.

In April 2008 an application, 08/00180/FUL, was withdrawn for an almost identical proposal to that refused in October 2008 because of parking issues.

In October 2008 planning permission was refused for the erection of a part 2 part 3 storey building comprising 40 category II sheltered apartments for older people together with owners lounge, visitors suite and estates managers office and erection of a 3 storey building with accommodation in the roof comprising 13 affordable sheltered apartments together with associated parking and access following demolition of 110-118 Victoria Road. Objection was raised on grounds of no financial contributions being secured in relation to open space and transport; no provision of affordable housing and poor living environment for future residents by reason of the lack of adequate amenity space for occupiers of the affordable flats, inadequate bin storage facilities and proximity of a bedroom to the bin store.

This scheme had two elements. First the erection a part two part three storey building comprising 30 one bedroom and 10 two bedroom Category II sheltered apartments (age restricted to residents over 65 years) on the western side of the site with a generally L shaped footprint with a maximum width of 37 metres reducing to between 14-17 metres and

depth of about 46.5 metres reducing to between 6-16 metres. It had a maximum height of about 12 metres reducing to just over 8 metres next to 120 Victoria Road. It had a hipped pitched roof with 3 feature front gables to the Victoria Road frontage. A minimum separation distance of 1.8 metres was proposed to the common boundary with 120 Victoria Road extending to 21 metres to the rear of the site. A minimum separation distance of 24 metres to the common boundary with Fernhill Lodge was also shown (41 metres between the rear projection and rear of Fernhill Lodge).

Secondly the erection of a three storey building with accommodation in the roof to provide 9 one bedroom and 4 two bedroom flats designated as affordable housing on the eastern side of the site was shown. It was rectangular in shape and measured about 16 metres in width, 18.6 metres in depth and 11 metres in height. A minimum separation distance of 7 metres was shown between the new buildings. A separation distance of one metre was retained to the common boundary with Fernhill Lodge with just over 8 metres being shown between existing and proposed side elevations. The building had a hipped pitched roof with two dormer windows in the rear roof plane. Both buildings had a traditional appearance with the use of brick, tile and render. Ramped, lift and staircases were provided to both buildings.

The proposed buildings were separated by a new entrance some 18 metres to the west of the entrance serving Fern Hill Lodge. The new entrance led to a parking area along the eastern boundaries and southern boundaries comprising 24 spaces, of which three were for disabled use, an electric buggy store for 3 buggies and storage for 4 cycles.

In 2017 planning permission, 17/00956/FULPP, was sought for development on a smaller site than those considered in 2005 and 2008, the main difference being the exclusion of 108 Victoria Road. The proposal was for demolition of 110-118 Victoria Road and the erection of 42 apartments (27 one bedroom and 15 two bedroom) for the elderly (sixty years of age and/or partner over fifty five years of age), guest apartment, communal facilities, access, car parking and landscaping.

In March 2018 planning permission was refused on the following grounds:

- 1 The proposed building would represent a significant change in height and massing resulting in unsympathetic building relationships between it and existing property to the detriment of the character of the area. This conflicts with "saved" local plan policy ENV16 and policy CP2 of the Rushmoor Core Strategy. Regard has also been had to policy D1 of the Rushmoor Local Plan Draft Submission June 2017.
- 2 The proposed first and second floor windows in the east elevation are considered to result in levels of overlooking between the development and 108 Victoria Road which would result in an unacceptable loss of privacy to these occupiers. In the context of Fern Hill Lodge, the cumulative impact of buildings would result in an unacceptable sense of enclosure to the occupiers of 108 Victoria Road. The proposal therefore conflicts with "saved" local plan policy ENV16 and policy CP2 of the Rushmoor Core Strategy.
- 3 The lack of kitchen windows serving flats 10, 16, 19, 31, 32, 34, 35, 36 and 37 would result in an unacceptable living environment for future residents by virtue of the lack of natural light and ventilation. It represents poor design contrary to Policy CP2 of the Rushmoor Core Strategy.

- 4 The development is unacceptable in highway terms in that no staff car parking has been provided, the size of the parking spaces do not comply with the Council's adopted standard, no disabled parking provision has been made, inadequate provision for mobility scooters and cycles has been made and it has not been satisfactorily demonstrated that acceptable refuse collection arrangements can be provided. The proposal conflicts with the objectives of policy CP16 of the Rushmoor Core Strategy and the Council's adopted Car and Cycle Parking Standards 2017. Regard has also been had to policy IN2 of the Rushmoor Local Plan Draft Submission June 2017.
- 5 The proposal fails to address the impact of the development on the Thames Basin Heaths Special Protection Area as required by the habitats Regulations in accordance with the Council's Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy and is therefore contrary to Policy CP13 of the Rushmoor Core Strategy and NRM6 of the South East Plan. Regard has been had to policies NE1 and NE4 of the Rushmoor Local Plan Draft Submission 2017.
- 6 The proposed development would fail to make provision for open space contrary to the provisions of policy CP12 of the Rushmoor Core Strategy and "saved" policy OR4 of the Rushmoor Local Plan Review 1996-2011. Regard has also been had to policy DE6 of the Rushmoor Local Plan Draft Submission 2017.
- 7 The proposal fails to make an appropriate contribution to local transport projects and therefore does not meet the requirements of the Council's adopted supplementary planning document - Planning Contributions - Transport 2008 and "saved" policy TR10 of the Rushmoor Local Plan Review 1996-2011. Regard has also been had to policy IN2 of the Rushmoor Local Plan Draft Submission June 2017.

The refused building had an irregular shaped footprint appearing like a reversed letter "C". The part of the building on the Victoria Road frontage had a maximum width of about 38.5 metres reducing to between some 19 to 15 metres in the middle of the site extending out to just under 32 metres at the rear. The building had a maximum depth of some 47 metres with the Victoria Road element having a depth of just under 17 metres, the central section having a depth of just under 20 metres and the rear element having a depth of some 9.5 metres. It was proposed at a maximum height of 10.5 metres reducing to about 10 metres next to 108 and 120 Victoria Road. It had hipped pitched roofs with flat areas. Minimum separation distances of just under 3 metres, 20 metres and some 4.5 metres were shown to the common boundaries with 120 Victoria Road, the parking area for Kensington Place and 1 Kensington Place to the west of the site respectively. Varying separation distances of between about 9.5 metres, just over 12 metres, some 15.5 metres, some 14.5 metres and just under 15 metres were shown between the proposed building and the common boundary with 108 Victoria Road.

All existing trees within the site were shown to be removed. A landscape strategy masterplan was submitted which included the planting of new trees on the Victoria Road frontage, screening panels with climbers and hedge planting along the common boundaries with 108 and 120 Victoria Road, ornamental and standard tree planting within the proposed communal garden and a new tree in the south east corner of the site.

A new vehicular entrance was shown from Victoria Road some 12 metres from the entrance to Fern Hill Lodge. This led to a parking area comprising 14 spaces on the eastern side of the site adjoining the common boundary with 108 Victoria Road. An electric buggy store for

5 buggies was shown on the western side of the site on the Victoria Road frontage. Cycle storage was also indicated within the buggy store but no specific provision was shown.

The current application is similar in footprint and design to the scheme refused in March but has been amended to address the reasons for refusal.

The main changes are as follows:

- the design of the side elements on the Victoria Road frontage have been revised so that the accommodation in this part of the development is proposed within the roof. Barn hipped roofs set down from the main ridge are now proposed. This has resulted in a reduction in the bulk and massing of the building in relation to 108 and 120 Victoria Road with associated reduction in eaves and ridge heights. As a consequence a dormered 1- bedroom apartment is proposed in place of 2-bedroom apartment (no.33);

- the number of first and second floor windows facing 108 Victoria Road has been reduced to 19 and the building has been resited so that the distance from the apartments overlooking 108 Victoria Road has been increased to resemble the relationship between Fern Hill Lodge and No. 108. This means that a separation distance of 18 metres is now proposed from windows in the apartments overlooking 120 Victoria Road and Kensington Place;

- rooflights have been added to provide natural light and ventilation to the kitchens on the second floor. On ground and first floor the internal kitchens and separate living rooms have been replaced by open plan areas allowing natural light to penetrate to the back of the apartment;

- two additional parking spaces have been proposed including a disabled space next to the entrance. All parking spaces comply with Council's size guide (2.5m x 4.8m). The buggy store has been moved to the rear of the site and now provides 6 buggy spaces. There are also 2 cycle stands proposed next to it. A dropped kerb is shown to ensure appropriate access for refuse collection

The application is supported by a planning statement, a design and access statement, a financial viability assessment, an affordable housing statement, a stakeholder engagement statement, a transport statement, a drainage impact assessment, a soakaway assessment report, an arboricultural assessment and method statement, a landscape strategy masterplan, a report on the need for private retirement housing in Rushmoor, a report on Retirement Living Explained - a guide for planning and design professionals, a Geo-technical and Geo-environmental desk study report, an ecological assessment and a habitats regulations assessment.

## **Consultee Responses**

Surface Water Drainage Consultations

seeks further information on drainage issues.

Community - Contracts Manager

provides details on what provision is required and seeks changes to landscaping to enable the refuse lorry to access the bin storage area.

Parks Development Officer

raises no objection to the proposal subject to a financial contribution towards open space.

HCC Highways Development Planning	raises no objection to the proposal subject to conditions and a financial contribution.
Ecologist Officer	raises no objection subject to conditions.
Scottish & Southern Energy	No views received.
Environment Agency	does not wish to be consulted on this form of development.
Hampshire Fire & Rescue Service	No views received.
Southern Gas Network (Formerly TRANSCO)	No views received.
Environmental Health	raises no objection to the proposal subject to conditions.
Housing	raises no objection to the development itself but does not support the lack of affordable housing in general and for all older people.
Natural England	raises no objection to the proposal subject to compliance with the Council's Thames Basin Heaths Avoidance and Mitigation strategy.
Planning Policy	No views received.
Arboricultural Officer	No views received.
Thames Water	raises no objection to the proposal in relation to foul water sewage infrastructure capacity. They comment that the foul flows are acceptable. Surface water discharge approved subject to connection to the surface system and flow control limited to 5L/S which represents a 50% betterment in surface flows from the site. A gravity requisition is to be made to a Thames surface water sewer to facilitate surface flows from the site. Surface flows will not be permitted to enter the foul system.
RBC Regeneration Team	No views received.

### **Neighbours notified**

In addition to posting a site notice and press advertisement, 89 individual letters of notification were sent to addresses in Amber Gardens, Kensington Place, Netley Street and Victoria Road Farnborough and Further Vellmead in Fleet.

## **Neighbour comments**

A statement of stakeholder engagement dated September 2017 has been submitted in support of the proposal which details how the applicants have engaged with the local community in relation to the application submitted in 2017. This took the form of an online consultation with invitations sent to approximately 465 local residences and 37 businesses in the vicinity of the development site, Sir Gerald Howarth, Cllr Jacqui Vosper as Mayor and district councillors and members of the Development Management Committee. A number of detailed consultation feedback forms were sent to residents of the existing Churchill Retirement Living development at Fernhill Lodge located to the east of the site.

With regard to the current proposal objections have been received from flat 10 Fernhill Lodge Victoria Road and 120 Victoria Road on the following grounds:

- road is already congested with very fast traffic;
- pavements are rather narrow in places and already have to dodge bicycles, scooters and broken glass thrown by unruly drinkers at weekends;
- as there are already three retirement buildings in this area of Victoria Road we surely do not need a fourth;
- decrease in property value if established detached houses are demolished;
- roads and amenities are not equipped to deal with a large increase in people;
- noise, traffic, dust and inconvenience of building work that will affect living quality;
- will be overlooked even more than currently;

Representations of support have been received from 44 Netley Street and 22 Further Vell-Mead Fleet making the following comments:

- type of development would be welcome and needed;
- development would improve aesthetic beauty of the neighbourhood;
- replacing existing somewhat run down and neglected houses with new retirement development would be beneficial to the environment and economy of the area;
- recent Churchill developments in Fleet and Farnham have been well constructed and are very sympathetic to their surroundings;
- it would be good to see more development for the elderly releasing existing larger houses to the market and keeping up with the standard of retirement development set out by Government;
- this location is ideal and within reach of all local amenities.
- convenient for shopping for elderly residents;
- it will provide improved and safer vehicle access to the site with no adverse impact on the environment, air quality or vehicle congestion.

## **Policy and determining issues**

The application site is located within the built up area of Farnborough to the north of Farnborough town centre. As such Policies SS1 (The 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), 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) of the Rushmoor Core Strategy and "saved" Local Plan Policies ENV16 (Development Characteristics), ENV19 (New Landscaping Requirements), ENV22

(Access for people with disabilities), ENV41-44 (Flood Risk), ENV48, ENV49, ENV50 and ENV51 (Environmental Pollution and Noise), H9 (Accommodation specifically designed for older people), H13 (Loss of housing), H14 (amenity space), TR10 (Contributions for Local Transport Infrastructure), and OR4/OR4.1 (Open Space) are relevant to the consideration of this proposal. The Council's adopted planning documents (SPD) on 'Housing Density and Design' (May 2006), 'Planning Contributions - Transport' 2008; and 'Car and Cycle Parking Standards', 2017, the Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy as updated 2017, policy NRM6 of the South East Plan and the advice contained in the National Planning Policy Framework/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 and a public hearing took place in May 2018. Given this, and recognising that they currently have limited weight, policies SS1 (Presumption in favour of sustainable development), SS2 (Spatial Strategy), IN1 (Infrastructure and Community Facilities), IN2 (Transport), D1 (Design in the Built Environment), DE2 (Residential Internal Space Standards), DE3 (Residential Amenity Space Standards), DE4 (Sustainable Water Use), DE5 (Proposals affecting existing residential (C3) uses, DE6 (Open Space, Sport and Recreation), DE10 (Pollution), DE11 (Development on Residential Gardens), LN1 (Housing mix), LN2 (Affordable Housing), LN4 (Specialist and Supported Accommodation), 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 the principle of development, the effect on the character of the area, the impact on neighbours, the living environment created, the provision of affordable housing, flood risk and drainage issues, highway considerations, open space provision, nature conservation and renewable energy and construction.

## **Commentary**

### The principle of development

The proposal results in the loss of five dwellinghouses. "Saved" local plan policy H13 resists the loss of housing unless, inter alia, the site is incorporated in a comprehensive scheme of redevelopment where there is no net loss of residential units. The proposal is the comprehensive redevelopment of the site which would provide a substantial amount of specialised residential accommodation for the elderly. To this end the proposal is not considered to conflict with the objectives of policy H13 and as such no objection is raised to the proposal in this regard.

The proposal is also subject to policies which protect amenity, highway safety and biodiversity whilst promoting the efficient use of land and sustainable development. As such there would be no objection to the principle of development, subject to the proposal being found to be satisfactory in addressing the following matters.



## The effect on the character of the area

Existing retirement developments in the area are set down from pavement level, largely extend across site frontages and back into their respective plots with varying roof heights. There is no objection to the principle of a single building across the site frontage which extends back into the site. The change in roof design with the associated reduction in overall bulk and massing and eaves/ridge heights in relation to both 108 and 120 Victoria Road are considered to address the previous concerns about building relationships and are acceptable in visual amenity terms. No objection is raised to the proposal in terms of its impact on the character of the area.

All existing trees within the site are shown to be removed, the majority of which are in the rear gardens of the existing properties. The submitted arboricultural assessment advises that these trees are category C and of low quality, having little public amenity value. The application is accompanied by a landscape strategy masterplan which provides for new planting including street, ornamental and feature trees and ornamental and native hedges. Subject to the submission of a detailed landscaping scheme, which may be secured by way of condition no objection is raised to the proposal in landscape terms.

## The impact on neighbours

It is noted that the rear gardens of 108 and 120 Victoria Road and 1 Kensington Place are orientated to the south. Given the siting of existing development and the separation distances proposed to be retained between existing and proposed development it is considered that the proposal would not give rise to unacceptable overshadowing impacts nor result in a material loss of light to adjoining occupiers such that planning permission should be refused on these grounds.

108 Victoria Road is located to the east of the site and comprises a two storey dwellinghouse with main garden to the rear. The occupiers of this property also offer childcare facilities. There is a Silver Birch tree on the common boundary within the garden of 108 Victoria Road. When compared to the refused scheme car parking spaces have been removed from along the common boundary adjacent to the rear garden and largely replaced by landscaping. Varying separation distances of just under 10 metres, just under 15 metres, just over 17 metres and some 15.5 metres are now proposed between the proposed building and the common boundary with 108 Victoria Road. All existing trees and high hedges are shown to be removed including the Cypress which is located on the common boundary within the site. It is noted that the general separation distance between Fern Hill Lodge and 108 Victoria Road in terms of windows (15 in number) which overlook the rear of 108 Victoria Road is typically in excess of 17 metres. The proposed building relationship with 108 Victoria Road now more closely reflects the existing relationship between 108 Victoria Road and Fern Hill Lodge. This, in combination with a reduction in the number of windows and a revised landscaping scheme is not considered, on balance, to result in unacceptable building relationships or a material loss of privacy such that planning permission should be refused on these grounds. As such no objection is raised to the proposal in terms of its impact on 108 Victoria Road.

120 Victoria Road is located to the west of the site and comprises a two storey dwellinghouse with main garden area to the rear. It is noted that all existing trees along the common site boundary are proposed to be removed. The proposal will result in increased overlooking particularly in relation to the existing windows/door in the side elevation of 120

Victoria Road (kitchen, hall, landing/staircase) and over the rear garden. It is noted that there are kitchen, hall and corridor windows in the west elevation at first and second floor level that have the potential to overlook the existing windows. Given the ability to secure either high level or obscure glazing in the windows as shown by way of condition and the largely secondary nature of these windows, no objection on privacy grounds is raised to the proposal in this respect. With regard to the rear garden it is considered that given the separation distances retained (generally about 18 metres from the west elevation and some 19 metres from the north facing rear element), the ability to seek new landscaping which may be secured by way of condition, no material loss of privacy is considered to result.

1 Kensington Place is located to the west of the site and comprises a two storey end terrace property with accommodation in the roofspace providing three floors of accommodation. No windows are proposed above ground floor in the side elevation which is about 4.5 metres from the common boundary. As the rear element is set back from the rear of 1 Kensington Place no overlooking from upper floor windows would result. There will be an increase in overlooking from the south elevation of the front part of the building to the front elevation of 1 Kensington Place and the wider terrace. However given the oblique nature of this overlooking and separation distances retained this is not considered to result in a material loss of privacy to these residents. The proposal would give rise to some impact as a result of the height and depth of the rear element particularly in relation to the rear garden. However given the separation distance retained to the boundary, an intervening pedestrian route and the ability to secure appropriate landscaping to mitigate this impact in the event that planning permission were to be granted, no material impact is considered likely.

105-115a Victoria Road lie to the north of the site. The proposed development will result in increased overlooking by virtue of the number of windows proposed in the north elevation. However the proposed building relationship reflects the existing pattern of overlooking typical in the area and is not considered to result in a material loss of privacy. It is also noted that additional trees are proposed on the Victoria Road boundary which would provide further screening.

Given the commercial and retail use of the premises to the south of the site and the intervening separation distances no material loss of amenity to these occupiers is considered to result.

The living environment created

The proposal details one and two bed flats which are considered to provide acceptable levels of accommodation to meet the occupational needs of future residents. A lift is provided to the upper floors. All residents would have access to amenity space in the form of communal landscaped gardens which is acceptable. All kitchens will have natural light and ventilation. This is considered to create an acceptable living environment and as such no objection is raised to the proposal in this regard.

There will be inter and overlooking within the scheme which will impact on privacy of future residents. However the proposed layout is not unusual in a residential development of this type, including at Fern Hill Lodge, and future residents will be aware of this when deciding whether to live there. No objection is raised to the proposal in this regard.

A Phase 1 Desk Study Report has been submitted in support of this proposal. Environmental Health advise that this report has identified the need for intrusive site investigations, to include analysis of soils, and groundwater if present, and a program of gas

monitoring. This may be secured by way of condition. Subject to this no objection is raised to the proposal in this regard.

#### The provision of affordable housing

The proposal is for 42 residential dwellings. The comments received from Housing are noted. Policy CP6 requires a 'minimum of 35% of dwellings on sites of more than 15 or more net dwellings' to be in the form of affordable housing, subject to site viability. No affordable housing is proposed and a financial viability assessment and an affordable housing statement, which updates the viability assessment, have been submitted in this regard. These documents are being considered by the District Valuer and an update will be given to the meeting. It is noted that the District Valuer, in considering the viability report submitted in respect of the refused application, concluded that the development would not be viable if affordable housing were provided on site or an affordable housing contribution in lieu of on site provision were to be sought. It was also noted that the developer used a figure of £161,577.00 for section 106 contributions in the original financial viability assessment which was considered to be too low as this figure was calculated at that time to be around £300,000. The updated report allows for financial contributions of some £350,00.00. In the interests of clarity the SANG contribution (which has been paid to Hart, please see below) is £189,204.50, the SAMM contribution is £16,160.00, the open space contribution is £36,370.35 and the transport contribution is £39,790 resulting in a total contribution of some £281,524.85. Given the previous views of the District Valuer it is considered appropriate to secure a review mechanism which may be secured by way of legal agreement. Subject to this and the views of the District Valuer no objection is raised to the proposal in terms of the provision of affordable housing.

#### Flood risk and drainage issues

The site is within Flood Zone 1 and as such is considered to be at low risk of fluvial flooding. The application is supported by a drainage impact assessment and a soakaway assessment report which confirms that the use of infiltration drainage is not feasible on this site due to the low permeability of the underlying strata and shallow groundwater levels. The proposed strategy includes the use of a lined permeable pavement system to drain the parking area; a piped drainage system and cellular attenuation to drain the roof areas with a controlled runoff rate from the site to the surface water sewer. Hampshire County Council (HCC) as Lead Local Flood Authority, the Environment Agency (EA) and Thames Water have been consulted on this proposal. No response was received from the EA with no objection being received from Thames Water. HCC has sought further information in respect of exceedance flows and urban creep. The applicant has provided supplementary information and any views received from Hampshire County Council will be updated at the meeting. Subject to the satisfactory resolution of this issue, no objection is raised to the proposal on flood risk and drainage terms.

#### Highway considerations

The application is supported by a transport statement which has been considered by the County Highway Authority. The Council's adopted Car and Cycle Parking Standards supplementary planning document (SPD) dated November 2017 states that the applicable standard for this development is one parking space for each dwelling (Older Persons housing, Active elderly). This provision is less than the full standard which would otherwise have required two spaces per 2 bedroom dwelling. The application states that the proposal is intended for elderly persons of 60 years or older. It is not unreasonable to expect that

residents of this age would own a car. Churchill Retirement Living did comment in the Car and Cycle Parking SPD consultation that the Council were requiring too many parking spaces, however the Council's Cabinet were satisfied that the proposed standard was correct when they adopted it in November 2017.

The Transport Statement includes a profile of ages of residents (using 2012 data) in other Churchill developments which shows a high proportion of residents to be 78 years or older, which may suggest that the profile may not be considered as "Active elderly" in terms of our parking standard. Further information from 8 other Churchill sites has been provided which does demonstrate that a ratio of 0.38 parking spaces per unit is acceptable (average parking demand for total parking at Churchill Retirement sites is 0.28 spaces per unit).

The Council's parking standard does make provision for "Nursing and Rest Homes" to have 1 parking space for every 4 residents (not residential units) plus 1 space for each member of staff. This development of 26 x 1 bed and 16 x 2 bed units potentially can accommodate 58 residents which would equate to 14.5 parking spaces plus spaces for staff. Notwithstanding this it is noted that the terms of the proposal are for self-contained elderly persons accommodation. When compared to the refused scheme, two additional parking spaces, including one disabled space are now proposed. This level of car parking provision is considered to be acceptable and no objection is raised to the proposal on parking grounds.

In view of the nature of the development it is not a requirement that further visitor parking spaces should be provided, any vacancy of spaces would then be available for visitors. To achieve this it is recommended that the parking spaces are not allocated to residents. This may be secured by way of condition in the event that planning permission were to be granted.

The adopted Rushmoor Car and Cycle Parking Standards requires for new development that each parking space should be 2.5m x 4.8m and 6m for longitudinal parking. The application demonstrates this to be the case which is acceptable in layout terms.

Storage for 6 mobility scooters is now proposed which is located in the south east corner of the site. This may be secured by way of condition and is considered to be satisfactory.

The refuse storage facilities have been relocated from the Victoria Road frontage (as refused) to within the site. The County Highway Authority has queried the carry distance from these facilities to Victoria Road. However it is noted that Fern Hill Lodge has a similar arrangement whereby refuse freighters enter the site (reverse in drive out). The Council's Contracts team do not raise an objection to the proposal in this regard but has requested that part of the landscaping is removed to facilitate appropriate access to the bin storage facilities. This may be addressed as part of conditions submission of the detailed landscaping scheme.

The proposed vehicular entrance from Victoria Road is using a single point of access 4.5m wide with 1.5m footway on the western side which is satisfactory for the scale of the development. The proposed dropped kerb entrance would have a 2.4m x 43m sight line. It is expected that the development will also make arrangements with the highway authority for the reinstatement of the drives and raising the kerbs in front of the houses that will be demolished. This may be secured by condition. A separate consent for works within the highway must first be obtained from the highway authority.

The proposal will represent an increase in the number of multi-modal trips to the site for 42 residential dwellings when compared to the existing 5 detached dwellings. Using the

Hampshire Transport Contributions policy calculations this would equate to  $(26 \times 3.7) + (16 \times 7) - (5 \times 7) = 173$  additional multi-modal trips which equates to  $173 \times \text{£}230 = \text{£}39,790$ . The Rushmoor Transport improvements list includes proposed improvements to cycle and pedestrian links from Cove to Farnborough along the Cove Road and Victoria Road corridor. Further to this, and in view of the use of this section of path by elderly, often with mobility scooters to gain access to the town other similar developments, the applicant has included the setting back of their front boundary and dedication of land to the highway authority to enable the formation of a 3m shared surface corridor as part of this proposal. This may be secured by way of legal agreement/condition. The applicant is in the process of complete the requisite agreement. Subject to this 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. "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. Open space requirements comprise three elements; amenity area/parkland, children's play area and sports pitches. Given the nature of the accommodation being proposed, a contribution in respect of amenity area/parkland is sought which in this case relates to infrastructure and general landscape improvements at Cove Green Recreation Ground is secured by way of legal agreement. The applicant is in the process of completing the requisite agreement. Subject to this no objection is raised to the proposal in this regard

### Nature Conservation

The European Court of Justice judgement in 'People Over Wind, Peter Sweetman v Coillte Teoranta C-323/17' established the legal principle that a full appropriate assessment (AA) must be carried out for all planning applications involving a net gain in residential units in areas affected by the Thames Basin Heaths SPA, and that this process cannot take into account any proposed measures to mitigate any likely impact at the assessment stage.

The Local Planning Authority is responsible for undertaking an appropriate assessment following the requirements of The Conservation of Habitats and Species Regulations 2010.

As a result of this judgement, the Council can no longer conclude that the assignment of, or provision of, mitigation capacity at the point of application is sufficient to remove the requirement for a full appropriate assessment. To this end the applicant has provided a habitats regulations assessment in support of the application and completed the Council's Habitats Assessment form. The appropriate assessment has been completed and concludes that the development would lead to a likely significant effect on the integrity of the Thames Basin Heaths Special Protection Area.

The Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy is now in place. This includes the Suitable Alternative Natural Greenspace (SANG) at Bramshot within Hart in order to divert additional recreational pressure away from the Thames Basin Heaths Special Protection Area (TBHSPA) and 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 applicant has secured an allocation of capacity at the Bramshot SANG and made the requisite financial contribution. The SAMM contribution is to

be secured by way of section 106 planning obligation which the applicant is in the process of completing. Natural England have been consulted in this application and advises that provided the scheme is in accordance with the Council's Thames Basin Heaths Avoidance and Mitigation Strategy it raises no objection to the proposal. Subject to the completion of the legal agreement to secure the SAMM contribution the proposal is considered to mitigate its impact on the Thames Basin Heaths Special Protection Area and on this basis no objection is raised to the proposal in this regard.

The application is supported by an ecology assessment which has established that the existing site supports a small day roost for pipistrelle bats. Under current guidance this roost is assessed as having low conservation significance although on a more local scale it is of raised interest. Given that the existing properties are to be demolished the roost will be lost. An outline mitigation strategy is detailed in the ecology report. The Council's Ecologist has been consulted on this application and recommends the imposition of a condition to ensure appropriate mitigation and safeguards are in place.

In addition the report recommends enhancements which will provide a "net gain" for biodiversity as outlined in the NPPF. The Ecologist recommends the submission of a multifunctional green infrastructure strategy. This may be secured by way of condition. Subject to the above measures being in place, no objection is raised to the proposal on nature conservation grounds.

Renewable energy and construction.

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 in accordance with Code Level 4 as set out in policy CP3 of the Rushmoor Core Strategy. No detailed information has been provided by the applicant in this regard. As such it is considered that this matter may be satisfactorily addressed by way of condition in the event that planning permission were to be granted. On this basis no objection is raised to the proposal in terms of policy CP3.

Conclusion

The proposal would have an acceptable impact on the character of the area, it would 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 drainage and affordable housing 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 15 November 2018 in

respect of SAMM, 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 15 November 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, affordable housing and SAMM 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 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 Prior to the construction of external walls, and installation of roofs and window frames, and notwithstanding the details submitted with the application, a schedule and/or samples of the materials to be used in these parts of the development shall be 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.\*

- 3 Prior to the installation of any paving, footpath and roadway surfaces within the development hereby approved, and notwithstanding the details submitted with the application, a schedule and/or samples of the surfacing materials to be used shall be 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.\*

- 4 The development shall be completed in accordance with the site levels as shown on the approved plans.

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

- 5 The development shall not 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 development shall be completed and retained in accordance with the details so approved prior to first occupation.

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

- 6 Prior to first occupation of the development hereby approved, the refuse bin storage facilities as shown on the approved plan shall be provided and made available for use and thereafter retained for their designated purpose.

Reason - To safeguard the amenities of the area.\*

- 7 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.

- 8 Notwithstanding the details submitted with the application, details of a landscaping scheme for the site, including measures for biodiversity enhancement, shall be submitted to, and approved in writing by the Local Planning Authority and the scheme so approved implemented in full prior to the first occupation of any part of the development or the first available planting season whichever is the sooner. 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, to meet the objectives of policy CP15 of the Rushmoor Core Strategy and having regard to policies NE2 and NE4 of the Rushmoor Local Plan Draft Submission 2017.

- 9 The development hereby approved shall not be occupied until the off-street parking facilities shown on the approved plans have been completed and made ready for use by the occupiers. The parking facilities shall be thereafter retained solely for parking purposes (to be used by the occupiers of, and visitors to, the development). \*

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

- 10 No part of the development hereby approved shall be used or occupied until the proposed means of vehicular access has been completed and made available for use

Reason - To ensure adequate means of access is available to the development.

- 11 Any existing means of access or part thereof not incorporated within the approved arrangement hereby permitted shall be permanently closed as soon as the new means of access has been constructed and brought into use. A footway/verge shall be provided and the kerbs raised in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development.

Reason - In the interest of highway and pedestrian safety.\*



- 12 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

- 13 All wild birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). If any trees are to be removed or buildings demolished during the bird breeding season (March-September inclusive) they should first be inspected by an experienced ecologist to ensure that no active nests are present. If an active nest is discovered it should be left in situ until the young have fledged.

Reason - to prevent harm to breeding birds

- 14 Prior to the erection of any part of the new buildings hereby approved and notwithstanding the 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 together with details of arrangements for its maintenance. The scheme so 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

- 15 Prior to the first occupation of the development, details of measures to achieve the energy performance standards for 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

- 16 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.

- 17 The development shall not be occupied until the cycle and buggy parking to serve the development as shown on the approved plans has been provided and made available for use. These facilities shall thereafter be retained for their designated purpose.

Reason - To promote alternative modes of transport

- 18 Prior to the first occupation of the development 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

- 19 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

- 20 No construction 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.\*

- 21 Before demolition of any existing buildings on the site begins a bat mitigation strategy will shall be submitted to and agreed in writing by the Local Planning Authority and implemented in accordance with the strategy so approved. The mitigation plan should include details of:-

- updated surveys and working practices to ensure no bats are harmed within the demolition process
- replacement roosts
- monitoring of the replacement roosts
- a lighting strategy
- preservation and enhancement of bat foraging and commuting habitat

Reason: To ensure that bats are protected from harm

- 22 Prior to the construction of any new building pursuant to this permission, details of measures to limit overlooking from the kitchen and secondary living room window in flat 14, the corridor window at first floor level and the secondary living room window in flat 29 all as shown in the proposed west elevation shall be submitted to the Local Planning Authority for approval. Once approved these measures shall be implemented in full prior to the first occupation of the flats/space they serve and thereafter retained.

Reason - To safeguard appropriate levels of privacy to occupiers of 120 Victoria Road

- 23 All parking spaces are to remain unallocated for the lifetime of the development in accordance with the approved plans.

Reason - To ensure adequate on-site car parking provision for the approved development.

- 24 The development shall not be occupied until the mobility scooter/cycle storage facilities as shown on the approved plans are provided and made available for use. Once provided these facilities shall be retained for their designated purposes.

Reason - To ensure adequate provision within the site.

- 25 The permission hereby granted shall be carried out in accordance with the following approved drawings – 10093FB 01, - PA01 rev G, 02 rev E, 03 rev D, 04 rev D, 05 rev D, 06 rev E, 07 rev D, 08 rev E, 09 rev E, 10 rev B, 11 rev A, 12 rev A, SU-01 rev A

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

### **Informatives**

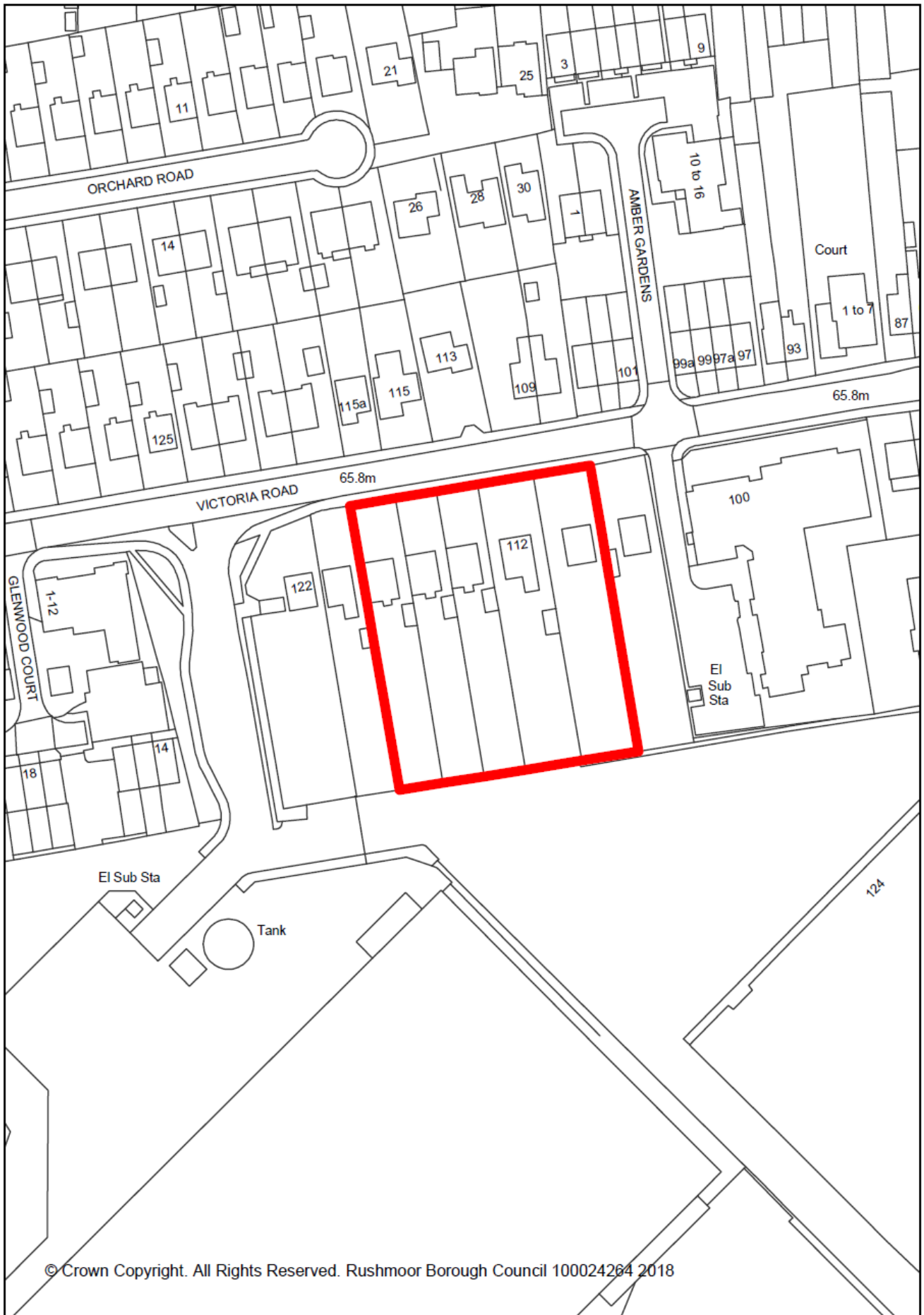
- 1 INFORMATIVE – The Local Planning Authority’s commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of

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 would have an acceptable impact on the character of the area, it would 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 and flood risk 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. 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 condition(s) require the submission and approval of details, information, drawings etc. by the Local Planning Authority **BEFORE WORKS START ON SITE** or commencement of identified elements of the development, 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 possible.
- 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 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.
- 12 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.
- 13 INFORMATIVE - In the UK all species of bats are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and under Schedule 2 of the conservation (Natural Habitats & c) Regulations 2004. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works would constitute an offence. If bats or signs of bats are encountered at any point during development then all works must stop immediately and you should contact Natural England.

- 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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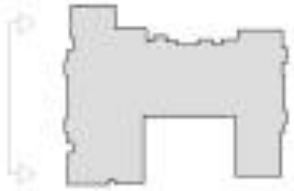


Victoria Road Contextual Elevation N.T.5

- Material's Key**
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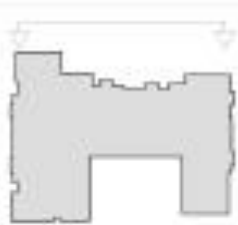
Victoria Road Elevation Scale 1:100







Main Entrance Contextual Elevation N.T.S.



Main Entrance Elevation Scale 1:100

**Materials Key**

- 1. Light Grey Granite (see 'Materials Key')
- 2. Dark Grey Granite (see 'Materials Key')
- 3. Buff Brick (see 'Materials Key')
- 4. Cream-colored Clay Tiles
- 5. Brown Angular Roof Tiles
- 6. Cream-colored Stucco



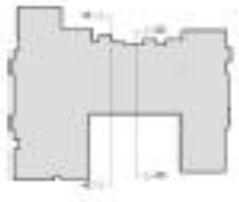
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Sectional Elevation AA



**Materials Key**

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Sectional Elevation BB



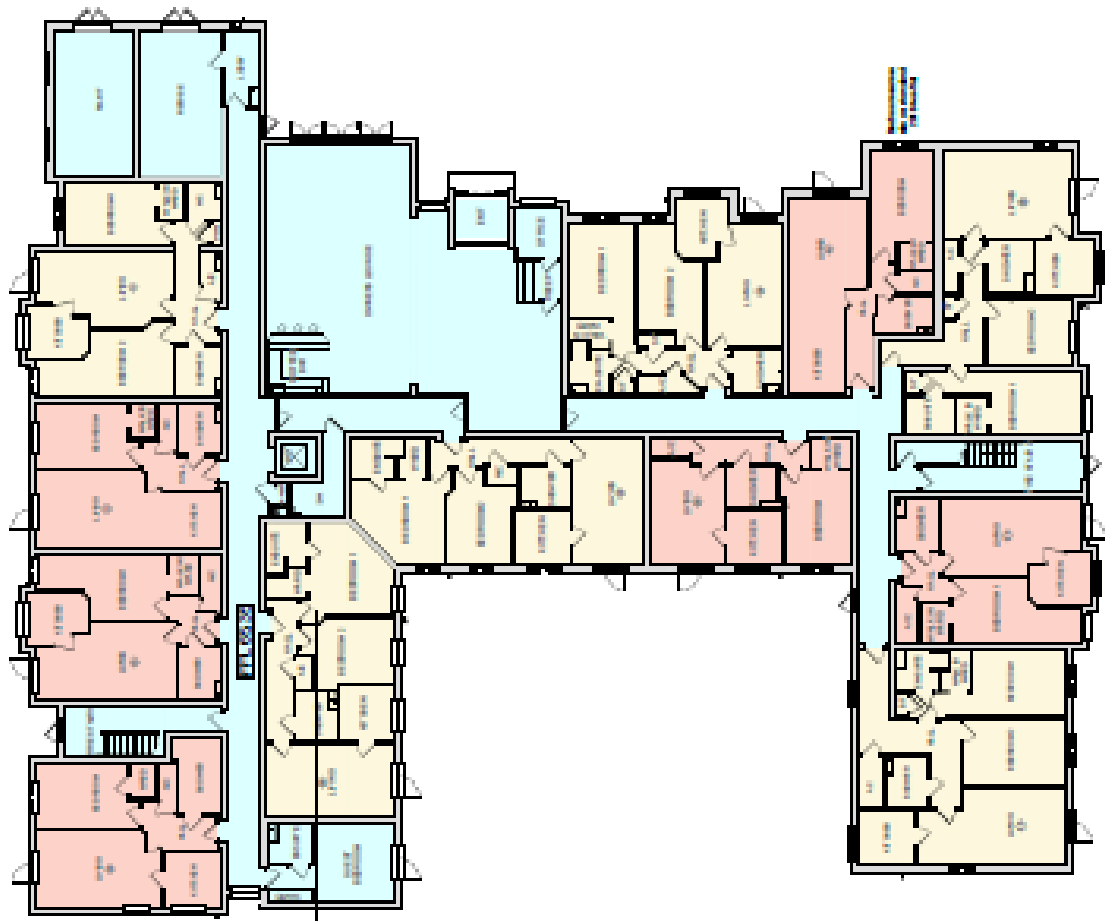
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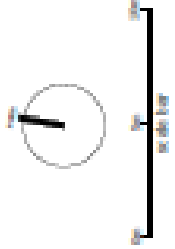
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GROUND FLOOR FLAT NO.	
1 BED APARTMENTS = 06	
2 BED APARTMENTS = 06	
TOTAL = 12	
<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #FFC0CB; border: 1px solid black; margin-right: 5px;"></span> - 3 BED APARTMENTS</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #FFFACD; border: 1px solid black; margin-right: 5px;"></span> - 2 BED APARTMENTS</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #ADD8E6; border: 1px solid black; margin-right: 5px;"></span> - COMMUNAL AREA</li> </ul>	



FARNBOROUGH - Victoria Road. - Proposed Retirement Housing - Ground Floor Plan

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Churchill Living

Churchill Living

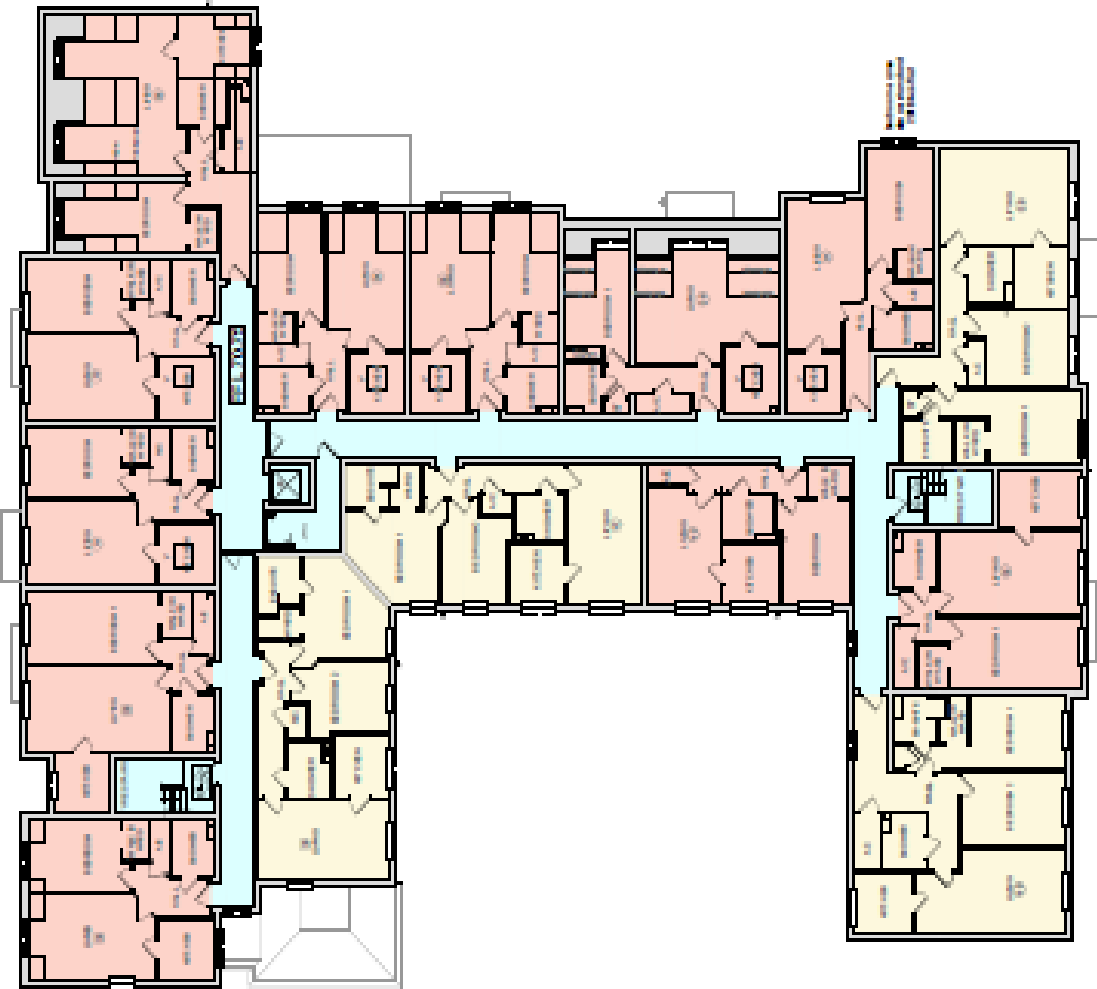
Churchill Living




Churchill Living

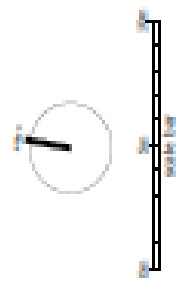


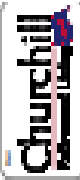


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SECOND FLOOR FLAT HOUSING	
1 BED APARTMENTS	= 11
2 BED APARTMENTS	= 04
TOTAL	= 15
	= 1 BED APARTMENTS
	= 2 BED APARTMENTS
	= COMMON AREAS




  
 100558R - P-004

FARNBOROUGH - Victoria Road, - Proposed Retirement Housing - Second Floor Plan