

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.	18/00140/FULPP
Date Valid	19th February 2018
Expiry date of consultations	7th November 2018
Proposal	Demolition of existing structures and erection of 205 dwellings comprising 93 one bedroom flats; 80 two bedroom flats and 32 three bedroom townhouses with associated access, parking and landscape arrangements.
Address	Meudon House Meudon Avenue Farnborough Hampshire GU14 7NB
Ward	Empress
Applicant	TLW Trading Properties Limited
Agent	Mr Paul Manning
Recommendation	GRANT subject to S.106 planning obligation

Description

This irregular shaped site of some 2.1 hectares is located to the south of Meudon Avenue, to the west of the Council offices and 117 Farnborough Road, to the north of housing at Sunderland Place and Jupiter Close and to the east of housing at Elles Close and Pinehurst Avenue. It comprises a two storey office building (some 7500 square metres gross internal area) dating from the 1980s with car parking (415 spaces) which surround the building. It has been vacant since 2016 and was last occupied by IBM as part of a larger site including 117 Farnborough Road. Vehicular access is from Meudon Avenue. When in use together with 117 Farnborough Road there was also access and egress on Farnborough Road as a through route was created between the sites. Whilst there is a grass verge within the public highway on Meudon Avenue, there are no surfaced public footpaths across the site. There is a deceleration lane on Meudon Avenue for vehicles entering the site which also acts as an acceleration lane for vehicles leaving the Council offices and travelling west. Various trees within site are subject to Tree Preservation Order 363, whilst trees within/adjacent to the rear garden of 17 Jupiter Close are subject to Tree Preservation Order 422. Whilst there are changes in level across the site, the highest points are on Meudon Avenue and in the south east corner. Meudon Avenue, a dual carriageway with a 40 mph speed limit and a major arterial road, forms the boundary between Farnborough town centre and the built up area of Farnborough to the south. Meudon Avenue also links the Pinehurst roundabout to the east

with the Sulzers roundabout to the west.

Jupiter Close and Sunderland Place, part of the Farnborough Central residential development, are situated to the south of the site and comprise terraces of two and three storey dwellings built in the last 10 years. They are contemporary in design with curved roofs, and balconies on the front elevations of the three storey buildings. 8 Jupiter Close and 18 Sunderland Place have side elevations to the southern site boundary. 9-17 Sunderland Place and 9-17 Jupiter Close back onto the southern site boundary. There is a footpath which runs along the common site boundary to the rear of 9-17 Sunderland Place. This provides pedestrian and cycle access to Pinehurst Avenue to the west.

Elles Close and Pinehurst Cottages Pinehurst Avenue are to the west of the site. They comprise terraces of two storey dwellings built in the first half of the 20th century. 9 Pinehurst Cottages and 34 Elles Close are side on to the application site and 1-6 Elles Close have frontages overlooking the development. There is a childrens' play area to the west of 1-6 Elles Close.

Elles Hall, a car parking area, the former police station site and Westmead House are situated to the north of Meudon Avenue. Elles Hall is a two storey building in community use, the former police station site is cleared and hoarded and is the subject of a planning application which will be reported to this committee in due course. Westmead House is a six storey office building. They are located within Farnborough town centre within the defined Civic Quarter, an area identified for major regeneration.

The Council offices the former offices of IBM at 117 Farnborough Road are to the east of the site. The Council offices are three storey in height with car parking along the common site boundary. The former offices of IBM are vacant and are the subject of a current application for redevelopment which also appears on this agenda. This building also has car parking along the common site boundary.

There is a footpath which extends from Farnborough Road in the east to Pinehurst Cottages in the west through the Farnborough Central site.

Relevant planning history

The planning history of the site largely relates to use as offices for IBM.

The following applications in the vicinity are considered relevant.

There is a current outline application, 18/00367/OUTPP in relation to the former police station site for the erection of up to 174 units across 8 storeys (plus a semi-underground car park) with associated car parking, cycle parking, open space, landscaping, lighting, drainage and associated infrastructure, engineering and service operations (all matters reserved). This application is under consideration and will be reported to the Development Management committee in due course

There is a current application, 18/00466/FULPP in relation to 117 Farnborough Road which is the subject of a report on this agenda, for the extension, alteration of the existing office building (Use Class B1) to facilitate conversion and change to residential use (Use Class C3) to provide 113 flats (comprising 7 studio, 52 one bedroom, 52 two bedroom and 2 X three bedroom units); retention/provision of 197 on-site parking spaces and use of existing vehicular entrance from Farnborough Road; and landscaping.

The current application seeks permission to demolish the existing building and ancillary structures and the erection of 205 dwellings comprising 93 one bedroom flats; 80 two bedroom flats and 32 three bedroom townhouses with associated access, parking and landscape arrangements.

A substantial apartment building is proposed on the north east part of the site (the Meudon Avenue frontage) comprising 93 one bedroom and 80 two bedroom flats. This would have a central landscaped courtyard at fourth floor level and car parking at ground floor level. The building would be generally rectangular in footprint (some 71 metres by 60 metres). At fourth floor level and above this would have a "U" shape open ended to the south. The accommodation would be provided over six floors. All flats would have access to their own private amenity space predominantly in the form of balconies. The submitted design and access statement gives an indication of external materials for the main apartment block. This suggests 'lighter grey brick' would be used on the ground floor level and 'darker brown brick' above together with 'Bronze-coloured Aluminium' or similar for balustrades. In the event of planning permission being granted, external materials would be the subject of conditions requiring submission and approval prior to implementation of the relevant parts of the scheme.

5% of the proposed flats are designed for use by wheelchair users with the remaining 95% being adaptable dwellings. Lifts are provided to all floors. Layouts have been designed in line with Lifetime Homes Standards. Refuse and recycling storage facilities are to be provided at ground floor level in four locations within the car park (2 north, 2 south). A layby for the refuse vehicle is shown to the south of the building. On collection days the site wide management company will wheel the bins from the two northern storage areas to the two additional central collection points located at the south of the building.

Three terraces and one pair of semi-detached townhouses are proposed on the south and west parts of the site. Block E comprises twelve dwellings on the west side of the site in proximity to the site entrance from Meudon Avenue. This terrace is parallel to 1-6 Elles Close. Block F is a pair of semi-detached houses adjacent to the open space proposed on the west side of the site. Block G comprises five dwellings in the south west corner of the site to the rear of 12-17 Sunderland Place. Block H comprises 13 dwellings along the main southern boundary with Sunderland Place and Jupiter Close. The proposed houses are three storey in height, at just under 9 metres, with balconies at second floor level on the front elevations. The design is contemporary in terms of appearance and, like the apartment block, are indicated as using brick and bronze coloured aluminium. The buildings would have central flat roofed areas and incorporate pitched roofs on the front and rear elevations. All houses would have two parking spaces and bin storage within the curtilage at the front and cycle storage facilities in the rear gardens. Rear garden depths are in the region of 10.5 to 11 metres.

One category B tree (a Scots Pine) and a total of 59 category C or U trees (Cherry, Birch, Lawson Cypress, Corsican Pine, Oak, Scots Pine, Hornbeam, Evergreen Oak, Sycamore, Red Oak, Larch, Ash, Field Maple, Sweet Chestnut and Liquidamber) would be removed to facilitate the development. A scheme of arboricultural management is proposed which includes the pruning of trees (lift canopy or reduce crown) to facilitate the development, to ensure adequate clearance for vehicles and people and to alleviate potential shading issues.

Three open areas of landscaped amenity space are proposed within the site. The first is on the Meudon Avenue frontage and includes the provision of a footpath linking the site with the Council offices to the east and the proposed crossing on Meudon Avenue to the west. The second area is between the townhouses. Footpaths within this space link the site into Elles

Close leading to Farnborough business park and Horizon and Solartron retail parks beyond. The third is in the south east corner and makes provision for footpath links into the development site at 117 Farnborough Road and Farnborough Central.

Vehicular access from Meudon Avenue remains in the same location at present existing including the retention of the deceleration/acceleration lane arrangement. An island is to be provided at the entrance to provide physical separation between traffic entering and leaving the site in response to the comments made by the County Highway Authority. 371 car parking spaces are to be provided (317 resident spaces and 54 visitor spaces) including 19 wheelchair accessible spaces. Cycle storage for the houses is proposed in sheds in rear gardens. Cycle parking for flats is provided in four separate spaces within the ground floor of the building. A total of 288 cycle spaces are to be provided across 24 double stacker cycle storage units that hold 12 bikes each. Additionally 12 Sheffield stands are proposed for visitors at the north and south west entrances to the building. An indicative layout for the provision of a pedestrian/cycle crossing on Meudon Avenue has been provided showing how this facility could be achieved. The site layout makes provision for improved pedestrian and cycle links to the north, south, east and west of the site.

Refuse and recycling storage facilities are to be provided at ground floor level within the car park. Refuse will be a managed collection system allowing for the double stacking of bins in the refuse and recycling store where the bins will be taken out on collection days to the collection point.

An existing electricity substation is also proposed to be relocated to the south east corner of the site adjacent to car parking spaces.

The application is supported by a planning statement, a design and access statement, a detailed arboricultural report, a transport assessment, a transport note, a travel plan, a financial viability assessment, a preliminary geo-environmental risk assessment, a flood risk assessment, an air quality assessment, an acoustics report, a daylight and sunlight assessment report, an energy statement, a utilities statement, a habitats regulations assessment, an extended Phase I habitat survey and a consultation statement

Consultee Responses

HCC Highways Development Planning	raise no objection to the proposal subject to conditions and legal agreement
Natural England	raise no objection to the proposal
Community - Contracts Manager	raises no objection to the proposal.
Parks Development Officer	raises no objection subject to a financial contribution being secured.
Ecologist Officer	provides advice on the Thames Basin Heaths Special Protection Area, bats and green infrastructure including biodiversity improvements.
Scottish & Southern Energy	gives advice on electricity infrastructure in the area.

Environment Agency	does not wish to be consulted on this development.
Hampshire Fire & Rescue Service	advise that the development should be undertaken in compliance with Approved Document B5 of the Building Regulations and section 12 of the Hampshire Act 1983 - Access for Fire Service. Comments are also made in respect of access for high reach appliances, water supplies, sprinklers and timber framed buildings.
Southern Gas Network (Formerly TRANSCO)	No views received.
Environmental Health	raises no objection subject to conditions.
Housing	advise that the scheme is not policy compliant in that there is no affordable housing being proposed although it is accepted that a viability assessment has been provided. They also query the layout for the flats to be occupied by wheelchair users.
Planning Policy	raises objection to the proposal on grounds of affordable housing and absence of SPA mitigation.
Crime Prevention Design Advisor	gives advice on the vulnerability to crime and anti-social behaviour, limited natural surveillance of car parking/amenity/play space and the type of boundary treatment to be used.
South East Water	No views received.
Surface Water Drainage Consultations	raises no objection to the proposal subject to condition.
TAG	raises no objection to the proposal.
Arboricultural Officer	raises no objection to the proposal subject to compliance with the submitted tree protection measures
Thames Water	raise no objection to the proposal subject to condition in relation to waste water infrastructure. They further advise that it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater

Neighbours notified

In addition to posting a site notice and press advertisement, 161 individual letters of notification were sent to Elles Close, Farnborough Road, Jupiter Close, Lion Road, Bell Court Merlin Road, Meudon Avenue, Pinehurst Cottages Pinehurst Avenue, Pond Road and Sunderland Place. Letters were also sent to Homes England and XLB as owners of Farnborough Business Park.

Neighbour comments

The application is supported by a consultation statement which states that a letter of invitation to a public drop in event held in November 2016 was sent to 594 nearby properties surrounding the site (residents and businesses). 47 members of the public attended the event. Members of the Farnborough Society, former County Councillor John Wall and ward councillors were given separate presentations. 12 feedback forms, five e-mails and one telephone call were received including comments being made on the reuse of a brownfield site, linkages in the area, design and appearance, public spaces and landscaping, provision of car parking/access, potential vehicular access into Elles Close, traffic management, cycle storage/connectivity, controls during construction, the proposed pedestrian crossing and lighting

Representations have been received from 12 Bideford Close, 23 Elles Close, 8 Jupiter Close, 16 Stuart Close, 3, 16 and 17 Sunderland Place, 98 Totland Close and the Rushmoor Cycle Forum objecting to the proposal on the following grounds:

- there is no way the road networks can support the additional cars associated with the development, particularly given the new retail units;
- there is a massive parking issue associated with new developments and this will make the situation even worse;
- as Farnborough Central is a private development there should be no direct access from the site via Sunderland Place;
- opening up direct walking access from Meudon House straight into Sunderland Place will only increase existing pedestrian access along with more noise and disturbance;
- the proposed pedestrian access could and will have an impact upon the fabric of the Farnborough Central estate which will result in an increase in contributions from the residents on Farnborough Central;
- the proposed development will degrade the appearance, size, boundary and access in relation to Farnborough Central;
- location of affordable/social housing and potential impact on property;
- perhaps Rushmoor could work with developer to provide key worker housing for professionals such as teachers, nurses etc
- the block H town houses will block light;
- impact on existing trees, particularly 63, 64, 65, 66 and 67 given gardens being proposed at a depth of 10 metres;
- future maintenance issues if trees are to be retained;
- potential loss of trees;
- loss of privacy;
- loss of view;
- lack of affordable homes is ridiculous;
- for future investment of the next generation we must have affordable housing stock being built at a rapidly expanding rate;

- there are some very greedy people out there who are just interested in getting richer;
- local people who do not earn enough to get mortgages for these properties get forgotten again;
- this area is crying out for real affordable housing but none get included due to the get out clauses, this has to stop;
- the Council needs to make a stand for the people of this Borough who need assistance getting decent housing, the proposed project will not do that;
- lack of clarity on access;
- concern about impact of increased height of building on Elles Close;
- close proximity of development to properties in Elles Close will cause the area to feel claustrophobic;
- potential loss of valuable area of green space for residents of Elles Close;
- concern about increase in vehicular traffic given the proposed residential and commercial properties along with the removal of both Sulzers and Pinehurst roundabouts (Officer note these roundabouts are not being removed as part of this proposal);
- Meudon Avenue suffers from a high volume of traffic during rush hours and to replace the roundabouts with traffic signals will increase regular waiting times in traffic for local residents who at present are not troubled outside rush hour with the provision of roundabouts (Officer note see previous note and the proposed traffic signals are associated with a proposed on demand pedestrian crossing);
- concern about arrangements for the increase in site traffic and noise on narrow residential street (Elles Close); (Officer note the only vehicular access for this site is from Meudon Avenue)
- concern about level of car parking provision and proposed parking controls;
- Elles Close is a narrow road and the proposal is for more residential properties which will bring an increase in vehicular traffic; (see Officer note above)
- concern about increased light and noise pollution;
- the current properties on Elles Close (Elles Quarters) were built in the early 20th century as accommodation for serving officers, what plans are made to retain the historical character of the properties on Elles Close;
- given proposed increase in local population, what investment will be made to public services, particularly policing as nearest Police response team is in Aldershot;
- the proposed construction of numerous properties on Elles Close as listed as phase 2 is opposed;
- too many dwellings proposed on the site;
- the design of the flats is ugly and not fitting for the entrance to Farnborough;
- the proposal does not create a sustainable community driven environment that promotes a range of lifestyle and travel choices and reduces reliance on the private car;
- the proposal does not meet the five design criteria for cycle networks in standards such as Interim Advice Note 195 published by Highways England of coherence, directness, comfort, attractiveness and safety;

A representation has been received from 37 Lincoln Court Wallis Square in support of the proposal on the grounds that there is a need for more housing in Farnborough

In the objection received from the Rushmoor Cycle Forum recommendations are made which "identify a set of relatively low cost measures which would provide better cycle support within the site; links to cycle networks in all directions; a safer crossing of Meudon Avenue; and future expansion of the cycle networks". Comments are also made on the residential travel plan, Safe Routes to Schools, the Meudon Avenue access, the footpath/cycleway linking to Elles Close, the Meudon Avenue crossing include design and a reduction in vehicle speed to 30 mph or less on Meudon Avenue; access from the site to Rushmoor Borough Council and

its environs; access to cycle routes across the airfield and the route adjacent to Meudon Avenue.

Policy and determining issues

The site is within the built up area of Farnborough. 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), CP6 (Affordable Housing), CP8 (Supporting Economic Development), CP10 (Infrastructure Provision), CP11 (Green Infrastructure Network), 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 ENV5 (Green Corridors), ENV13 (Trees and Existing Landscape Features), ENV16 (General Development and Design Criteria), ENV19-19.4 inc (New landscaping requirements), ENV22 (Access for People with Disabilities), ENV48, 49, 50, 51 and 52 (Environmental Pollution and Noise), OR4/4.1 (Open Space for New Housing Development), TR10 (Transport and Development), H10 and H10.1 (Mobility housing) and H14 (Amenity space) would be relevant to the consideration of any planning application as would the Council's supplementary planning documents on Car and Cycle Parking Standards 2017, Planning Contributions - Transport 2008, Housing Density and Design 2006 and Sustainable Design and Construction 2006. The Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (AMS) as updated May 2018 and the advice contained within the National Planning Policy Framework/Practice Guidance would also be material considerations in the determination of any application.

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 was been appointed and held a public hearing in May 2018. Given this, and recognising that they are material considerations of some weight in the assessment of the submitted scheme, policies SS1 (Presumption in favour of sustainable development), SS2 (Spatial Strategy), SP2 (Farnborough town centre), SP2.3 (Farnborough Civic Quarter) SP7 (Meudon House/115-117 Pinehurst), 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), DE6 (Open space, sport and recreation), DE10 (Pollution), LN1 (Housing mix), LN2 (Affordable Housing), NE1 (Thames Basin Heaths Special Protection Area), NE2 (Green Infrastructure), NE3 (Trees and Landscaping), NE4 (Biodiversity) and NE8 (Sustainable Drainage Systems) as proposed to be amended are also relevant to the current proposal

The main determining issues are considered to be the principle of development, the effect on the character of the area, the impact on adjoining neighbours, the living environment created, the provision of affordable housing, open space provision, nature conservation, the water environment and sustainable construction/renewable energy.

Commentary

The principle of development

The principle of residential development on this site has been accepted through its allocation for residential use in the Draft Submission Local Plan and as supported by the evidence base. Whilst technically the proposed residential development on a key employment site is contrary to Core Strategy Policy CP8 and the application has been advertised as such, the Planning Policy and Conservation Manager raises no objection to the proposal on the basis that there is adequate evidence to justify residential redevelopment of this particular site.

The proposal is also subject to policies which protect amenity, highway safety and biodiversity whilst promoting the efficient use of land, affordable housing 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

The Farnborough Town Centre and Civic Quarter SPDs indicate that there will be a change in scale and form in relation to new development schemes in these areas. This has been demonstrated by the increase in height and massing of new buildings including the North Queensmead redevelopment and the Premier Inn/Firgrove Parade sites. The Farnborough Civic Quarter SPD envisages a more efficient use of land which includes the introduction of taller buildings. Whilst outside the Civic Quarter, the proposed development would be seen in the context of it and the town centre to the north. Whilst recognising that the existing office building has a large footprint, the proposed apartment building will represent a significant change to this part of Meudon Avenue by virtue of its height, use, massing and footprint. However having regard to the aspirations for the Civic Quarter to make more efficient use of a site in a sustainable location, the use of site levels and design to reduce the overall impact of the height of the apartment building, the housing layout within Farnborough Central and the relationship of existing flat buildings to housing within the adjoining Farnborough Central, no objection is raised to the proposal in terms of its impact on the character of the area.

A number of trees are shown to be removed as a result of this proposal. In response to the original consultation the Council's Arboricultural Officer requested that the applicant consider a layout which placed the southern boundary trees in the public realm rather than in private gardens and re-orientation of the housing. The applicant considered this and advised that such changes to the layout would result in longer circulation and servicing routes, north facing living spaces and gardens, an isolated terrace of development, entrances to the rear from the access into the development, loss of car parking spaces, more trees within hard surfaced areas and car spaces for the flats on the opposite side of the houses. The Arboricultural Officer was re-consulted on these comments. In response he has raised no objection subject to the provision of adequate tree protection measures including arboricultural supervision of works within Root Protection Areas throughout demolition and development and the adoption of a satisfactory landscape management plan of the communal spaces by site management. Having regard to the original comments of the Arboricultural Officer and the concerns of residents about the management of trees and appropriate maintenance it is considered appropriate to secure a maintenance programme for trees to be retained within the site. This can be secured by way of conditions. Subject to this no objection is raised to the proposal in landscape terms.

The impact on neighbours

The closest residential neighbours are located at Jupiter Close and Sunderland Place to the south and Elles Close and Pinehurst Cottages Pinehurst Avenue to the west. The proposal will introduce a different form, pattern, height and use of development in relation to these properties. However having regard to the existing pattern and form of development within Farnborough Central, the location of proposed rear gardens in proximity to the southern boundary, the resultant separation distances retained and the orientation of development, the proposal is considered acceptable in relation to Jupiter Close and Sunderland Place in terms of privacy and outlook. The comments made by residents about trees in proximity to the common boundary are noted and as set out above, an arboricultural maintenance programme is considered appropriate.

The proposal will change the outlook of residents in Elles Close and Pinehurst Cottages particularly those residents at 1-6 Elles Close, by virtue of proximity, pattern, height, form and use of development. However having regard to the location of car parking and/or gardens adjacent to the common boundary with these properties and the separation distances retained between buildings varying between some 22.5 metres (1-6 Elles Close), some 19 metres (34 Elles Close) and some 25 metres (9 Pinehurst Cottages) no material loss of privacy or outlook or unacceptable overshadowing is considered to result.

A new footpath link from the site between the proposed terraced buildings on the southern boundary into Farnborough Central is proposed via Sunderland Place. This would link into the footpath through the Farnborough Central development from Farnborough Road to Pinehurst Cottages. Footpaths are also proposed to link the development into Elles Close and Pinehurst Cottages. A footpath link is also proposed into the development site at 117 Farnborough Road. The proposed footpaths are likely to result in an increase in pedestrian/cycle movements in the area, particularly having regard to the provision of the new pedestrian crossing on Meudon Avenue, which will have an impact on both existing residents of Sunderland Place, Elles Close and Pinehurst Cottages and future residents of the proposed development in terms of activity and disturbance. However having regard to the Government's aspirations to promote alternative modes of movement to the car, improved permeability through the site, the ability to secure an appropriate lighting strategy for the site and the Council's wider ability to deal with any potential anti-social behaviour issues which may arise no objection is raised to the proposed footpath links.

Meudon Avenue separates the site from the town centre and civic quarter to the north. Given the separation distance afforded by the dual carriageway and the potential for landscaping, the proposed development is not considered to prejudice the objectives for the redevelopment of either the town centre or the civic quarter nor result in unacceptable relationships with future residents of the proposed development. No objection is raised to the proposal in this regard.

The Council Offices lie to the east. Whilst the development will have an impact on this site by virtue of the increase in, and proximity, of built form and increased overlooking and potential overshadowing impacts, given the non-residential character of the council offices, the resultant impacts are not considered to result in material planning harm. No objection is raised to the proposal in this regard.

The closest proposed building to the common boundary with 117 Farnborough Road has a separation distance in excess of 45 metres. Given this and the location of car parking within 117 Farnborough Road, as existing and as proposed, no material harm to either office or residential occupiers of that site would result.

The living environment created

The proposal details a combination of one and two bedroom flats and three bedroom houses. All of the dwellings meet the nationally prescribed space standards published by the Department for Communities and Local Government in March 2015. The proposal is considered to provide acceptable levels of accommodation to meet the occupational needs of future residents. A lift is provided to the upper floors of the apartment block. All residents would have access to amenity space in the form of either private balconies/patios/gardens and communal landscaped amenity space. The proposal is therefore considered to create an acceptable living environment and no objection is raised in this regard.

There will be a degree of overlooking within the scheme particularly between elements of the apartment building. However the proposed layout is not unusual in a residential development of this type, and future residents will be aware of this when deciding whether to live there. No objection is raised to the proposal in this regard.

The application is supported by an acoustics report which concludes that the noise levels on the site are primarily from road traffic noise on Meudon Avenue and some aircraft using Farnborough Airport. Where habitable rooms with windows in the northern facade front Meudon Avenue, enhanced glazing and acoustic passive ventilation would be provided. For the remaining dwellings standard thermal double glazing and passive ventilation are recommended. Environmental Health are satisfied with these proposals which may be secured by condition.

Environmental Health have considered the submitted Preliminary Geo-Environmental Risk Assessment. This has identified a Low to Moderate risk to future site users and controlled waters and recommends that an intrusive site investigation be undertaken to identify and if necessary address any potential risks identified. This may be secured by way of condition. Subject to this no objection is raised to the proposal in this regard.

Environmental Health have also raised a concern about potential noise nuisance arising from stray dogs being temporarily housed at the Council offices overnight or at weekends. In this regard the applicants have confirmed that mechanical ventilation will be provided to the dwellings closest to the kennels and of an acoustic fence will be erected along the common boundary between the closest residents and the Council Offices. This may be secured by way of condition.

The application is supported by an Air Quality Assessment. Having regard to the transport assessment which demonstrates that the proposed development will result in a reduction of trips for vehicular movements when compared to the B1 use of the site, Environmental Health are satisfied that the proposal will have a minimal impact on ambient air quality.

The provision of affordable housing

No affordable housing is proposed to be provided and a Financial Viability report has been submitted in support of the proposal. The planning policy background is that the lack of affordable housing contravenes policy CP6 of the Core Strategy which requires 35% affordable housing, and the emerging local plan policy LN2 which require 30% affordable housing. The Council's Housing team also advise that this scheme is not policy compliant in that there is no provision of affordable housing of either rent or intermediate product types. Whilst they accept that there is a viability assessment to support this, they comment that other schemes currently are able to comply with policy, for example Queensgate and Sun

Park.

These concerns are noted. However both policy CP6 of the Core Strategy and emerging policy LN2 are qualified by the phrase "subject to site viability". The submitted Financial Viability report has been independently assessed by the District Valuer. He advises, based on an assessment of the scheme that it would not be viable if it had to provide affordable housing on site, or to make a financial contribution towards affordable housing in lieu of on site provision. However he did recommend a review mechanism if the housing is not delivered in a timely manner, which may be secured by way of legal agreement. Subject to this 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 flood risk assessment which confirms that the use of infiltration drainage is not feasible on this site due to low permeability soils being encountered. The proposed strategy proposed the discharge of surface water run off to an existing surface water sewer via a combination of hydro-brake, geo-cellular tanks, filter drains, bio filter drains and permeable paving. Hampshire County Council (HCC) as Lead Local Flood Authority, the Environment Agency (EA) and Thames Water have been consulted on this proposal. The EA did not wish to be consulted on this application. HCC raise no objection to the proposal subject to a condition which secures a detailed surface water drainage strategy. Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. To address this issue it recommends the submission of a drainage strategy detailing both on and off site drainage works. This may be secured by way of condition. Subject to the imposition of conditions as set out above, no objection is raised to the proposal on flood risk and drainage terms.

Highway considerations

The application is supported by a transport assessment, a transport note and a travel plan which has been considered by the County Highway Authority. The adopted parking standards for the site are as set out in the Council's supplementary planning document Car and Cycle Parking standards 2017. The standards indicate a requirement for 1 car parking space per one bedroom dwelling and 2 car parking spaces for two and three bedroom dwellings. The same quantum is required for secure cycle storage. This would equate a need for 317 car parking spaces and cycle spaces. There will also be a requirement for 53 visitor spaces resulting in a total requirement for the development of 370 spaces. 371 spaces are shown to be provided. This meets the adopted parking standard and is acceptable. Notwithstanding this it is considered appropriate that the visitors parking spaces should be clearly identified as such which may be secured by way of condition.

The adopted cycle standard has a requirement for one cycle space for a 1 bed dwelling and two cycle spaces for 2/3 bed dwellings. This would result in a total requirement of 317 cycle spaces. The standard also indicates that a mix of long term and short term spaces is acceptable, as long as each residential unit has access to a minimum of one secure space. No specific quantum for visitor parking is set for cycles, but is recommended for developments of this scale. As such, the proposed provision of 364 cycle spaces meets the required standards and is seen to actively promote sustainable transport. However short term spaces are strongly recommended to be covered, which is not currently indicated on the north-west, south-west or south-east visitor spaces. Appropriate covered storage may be secured by way of condition.

The existing vehicular entrance from Meudon Avenue remains largely unchanged. However the County Highway Authority has requested that an island at the Meudon Avenue entrance providing physical separation of traffic entering and leaving the site, is provided. This reflects the existing situation at the entrance to the Council Offices from Meudon Avenue. The applicant has agreed to this and although the County Highway Authority suggests that this is included in the legal agreement, this is a matter which may be secured by way of condition. It is noted that a separate consent for works within the highway must first be obtained from the highway authority.

Refuse from the townhouses is shown to be collected from the front of each property. Communal waste storage facilities are provided within the proposed apartment building with a layby for the refuse vehicle proposed to the south of the building. On collection days the site wide management company will wheel the bins from the two northern storage areas to the two central collection points located at the south of the building. A swept path analysis for the refuse vehicles operated by Rushmoor, which are larger than standard refuse vehicles, has been provided. Both the Council's Contracts team and the County Highway Authority are satisfied with the proposed arrangements and no objection is raised to the proposal in this regard.

The ground floor parking to serve the apartment building provides 15 double electric vehicle charging points serving 2 car spaces each, equating to a total of 30 car spaces available for electric charging with all other spaces having passive provision (wiring allowing future provision of electric vehicle charging points). These facilities may be secured by way of condition.

The application is supported by a transport assessment which demonstrates that the proposed development will result in a reduction of trips for vehicular movements. It concludes that the development would have an overall positive impact as it is anticipated that it would reduce the total number of trips on the network than if the site were to be retained as offices. The former use of the site as offices did not provide pedestrian/cycle linkages with the town centre from Farnborough Central and beyond. The Farnborough Civic Quarter SPD seeks to re-establish a network of connected streets and spaces in and around the Civic Quarter with improved pedestrian links from the south. It explains that there are a number of locations on Meudon Avenue which are used as informal pedestrian crossings owing to strong desire lines. The safety benefits of introducing a pedestrian crossing are acknowledged by the applicant and the CHA believes this facility is required due to the change in use from office to residential occupation. The applicant has agreed both to the principle of this crossing and to make a contribution of £105,000 (70% of the total cost) towards its delivery. In addition the CHA has identified a need to make a minor improvement to the pedestrian route to Tower Hill School in the form of making a contribution of £10,000 to formalise the link from Pinehurst Avenue to Sulzers roundabout underpass. The applicant has also agreed to this. These contributions can be secured by way of legal agreement/condition. The applicant is in the process of completing the requisite agreement. Subject to this no objection is raised to the proposal in this regard.

Objection has been received from the Rushmoor Cycle Forum on the basis that it fails to meet the policy objectives relating to walking and cycling as promoted by both Hampshire County and Rushmoor Borough Councils and Interim Advice Note 195 in that the proposal fails to make walking and cycling journeys as attractive as using the car. In this regard the County Highway Authority (CHA) have given detailed consideration to the pedestrian and cycle network. The proposed crossing on Meudon Avenue is to be designed to serve both pedestrians and cyclists. The CHA sought clarity from the applicant about how residents will reach the Meudon Avenue crossing location from the internal site roads by cycle. In this

regard Appendix 4 of the Transport Note shows the proposed access strategy and it has been confirmed with the applicant that "proposed sustainable mode routes" means these internal routes on the Proposed Access Strategy drawing will be suitable for both pedestrians and cyclists in the form of shared use paths.

The CHA also sought clarity concerning the cycle link to the A325 Farnborough Road through Farnborough Central leading to Pinehurst Cottages as this existing route is not adopted highway and is not formally secured for public use in perpetuity. The CHA confirm that records show this route has been open to the public for a number of years and it is included as a cycle route in Rushmoor's cycle network. As such in its view it is likely that some level of public access routes do exist and the risk of the route being closed is limited.

The CHA have given detailed consideration to the connections from the application site boundary to existing pedestrian and cycle facilities as follows:

- a connection to the future Meudon Avenue controlled crossing;
- retaining the existing connection to the north east of the site (adjacent to the Rushmoor Borough Council car park)
- a connection to Sunderland Place
- a number of connections to Elles Close;
- a connection to Pinehurst Passage and
- a connection through 117 Farnborough Road.

The CHA notes the connection to Meudon Avenue is within the public highway and will be delivered when the Meudon Avenue toucan crossing is constructed. This will provide a cycle link from the site to the town centre when complete but will not be available from first occupation. It notes that the connections to Sunderland Place, Pinehurst Passage and Farnborough Road require third party land and agreement. However the scheme makes provisions for these links to be made and no restrictive boundary treatments are proposed as a result of the current proposal.

The second connection above provides a deliverable pedestrian only connection tying into an existing footpath and linking northwards towards Farnborough town centre. The dominant pedestrian demand is north from the proposed development site into the town centre, and whilst longer, there are alternative pedestrian routes for those wishing to travel south from the application site. The CHA do not consider it appropriate to object on the basis that delivery of the last four links as set out above has not been secured for pedestrian use.

The CHA considers at least one formal cycle connection to the site should be provided from first occupation and recommends the provision of a cycle link to provide cycle connectivity from first occupation. This may be secured by condition. In this regard it is noted that the connection to Elles Close over land within the ownership of Rushmoor Borough Council would be the most achievable. Subject to the imposition of this condition no objection is raised to the proposal in terms of pedestrian/cycle connectivity.

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.

This is a circumstance where a contribution towards off-site provision by way of a planning obligation may be appropriate. In this case the refurbishment of the public civic quarter

(landscaping and general infrastructure improvements) within the Farnborough community area, playground refurbishment at Elles Close and pitch refurbishments at Southwood Playing Fields are considered to be justified. The applicant is in the process of completing such an agreement. Subject to this the proposal is acceptable within the terms of Policy OR4

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 Council's Ecologist has been consulted on this application and has provided comments on the TBHSPA, bats and green infrastructure. The application is supported by an extended Phase I Habitat Survey. This survey inspected all trees within the site from ground level and the building for evidence of bat activity, although it is noted that it was not possible to access the majority of the roof void of the building. However it notes that main building on the site is about 20-30 years old. It has a pitched slate roof, the incline of which is not steep. Lead flashing is present to the edges of the pitches with roof overhangs with metal soffits on all aspects. This building is considered to have negligible potential for roosting bats to occur within the building. An outline mitigation strategy is detailed in the ecology report. To ensure that any potential presence of bats are safeguarded, it is recommended that before any part of the building is demolished further surveys are undertaken including mitigation measures

as required. This may be secured by way of condition. It is also noted that the grant of planning permission does not supersede the requirements of the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010 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 the developer has an obligation to contact Natural England in this regard.

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 including biodiversity improvements. 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. The application is supported by an energy statement advises that the development has been designed to achieve an energy efficient scheme. The dwellings will be designed to achieve optimum energy performance and will incorporate 100% low energy lighting, all apartments to be served by high efficient gas fired communal heating system, all townhouses to be served by high efficient gas fired individual heating systems, mechanical ventilation and heat recovery in all units and the use of solar PV to offset any remaining emissions (if required). A verification report to confirm that the energy performance targets have been met may be secured by way of condition. Subject to this 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 expiry of the site notice advertising a departure from the development plan (7 November 2018) and no adverse comments being received which have not been previously addressed it is recommended that permission be **GRANTED** subject to the completion of an appropriate section 106 planning obligation by 19 December 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 19

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

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

- 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 any part of the development hereby approved, the refuse bin storage facilities as shown on the approved plan relevant to that part of the development to which they relate 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 car parking facilities shown on the approved plans associated with that part of the development they are to serve 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 The electric charging facilities shown on the approved plans associated with that part of the development they are to serve have been completed and made ready for use by the occupiers prior to first occupation of that part of the development to which they relate. The electric charging facilities shall be thereafter retained *

Reason - In the interests of sustainable development, energy efficiency and to promote alternative modes of transport.

- 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 Prior to the erection of any part of the new buildings hereby approved and notwithstanding the details submitted with the application, a detailed drainage strategy including updated plans and calculations, information on exceedance flows including plans and calculations to demonstrate where water would flow and pond, details of any on and/or off site drainage works 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 and to ensure that sufficient capacity is made available to cope with the new development in order to avoid sewage flooding and adverse environmental impact upon the community.

- 14 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 prior to the first occupation of each individual building to which they relate. Such details as may be approved shall be implemented in full prior to the first occupation of that part of the development to which they relate and be retained in perpetuity.

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

- 15 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.

- 16 The development shall not be occupied until the cycle parking to serve that part of the development to which they relate as shown on the approved plans has been provided and made available for use, including the provision of covered cycle parking to be used by visitors. These facilities shall thereafter be retained for their designated purpose.

Reason - To promote alternative modes of transport

- 17 Prior to the first occupation of any part of the development details of the timetable for the provision of communal amenity spaces within the development and a maintenance strategy for the ongoing maintenance of these amenity spaces shall be submitted to the Local Planning Authority for approval. Once approved the communal amenity spaces shall be provided in accordance with these details and thereafter retained/maintained.

Reason – To meet the recreational needs of future residents .

- 18 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

- 19 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.*

- 20 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
- preservation and enhancement of bat foraging and commuting habitat

Reason: To ensure that bats are protected from harm

- 21 Prior to first occupation of that part of the development to which they relate details of a street lighting strategy including all parking areas shall be submitted to the Local Planning Authority for approval. Once approved the lighting shall be installed and made available for use prior to the first occupation of the development to which they relate and thereafter retained.

Reason - in the interests of amenity

- 22 Notwithstanding any details submitted in the application no dwelling shall be occupied until details of the location and appearance of the communal aerial/satellite/fibre facilities to that part of the development to which they relate 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.

- 23 The development hereby approved shall not be occupied until measures to protect buildings and garden areas from traffic or other external noise including the dog kennels within the Rushmoor Borough Council site have been implemented in accordance with a scheme to include, for example, bunds, acoustic barriers and double glazing which has been first submitted to and approved in writing by the Local Planning Authority.

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

- 24 Prior to the first occupation of any part of the houses hereby approved an arboricultural management strategy for trees within the site in perpetuity shall be submitted to the Local Planning Authority for approval to include as a minimum annual inspections and remedial tree works as necessary to demonstrate good arboricultural management and to ensure appropriate relationships between trees, buildings and amenity space/gardens are retained both within and beyond the site.

Reason - In the interests of the visual amenities of the area and to safeguard the amenities of proposed and adjoining occupiers.

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

Reason - To protect the amenities of neighbouring residential properties and the character of the area, including having regard to trees of amenity value and to prevent adverse impact on traffic and parking conditions in the vicinity.

- 26 Prior to the first use of the vehicular entrance hereby approved an island shall be provided at the Meudon Avenue entrance to separate physically traffic entering and leaving the site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. Once approved the island shall be provided in accordance with these details and thereafter maintained and retained.

Reason - In the interests of pedestrian and cyclist safety.

- 27 Prior to the first occupation of the development the means of pedestrian and cycle access to the site, including the layout and construction details, shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority and thereafter retained.

Reason - In the interests of site accessibility and to promote alternative modes of transport

- 28 The development hereby approved shall be undertaken in accordance with the detailed Arboricultural Report prepared by WSP Parsons Brinckerhoff dated December 2017 with all tree protection measures being in place for the duration of construction of that part of the development to which they relate.

Reason- To safeguard amenity trees of value and in the interest of the character of the area.

- 29 The permission hereby granted shall be carried out in accordance with the following approved drawings - 0100 rev 2, 0101 rev 2, 0102 rev 2, 0103 rev 2, 0104 rev 2, 0105 rev 1, 0220 rev 2, 0201 rev 2, 0202 rev 2, 0203 rev 2, 0204 rev 2, 0205 rev 2, 0206 rev 2, 0207 rev 2, 0300 rev 1, 0301 rev 1, 0400 rev 1, 0401 rev 1, 0500 rev 1, 0600 rev 1, 0601 rev 1, 0602 rev 1 and 0603 rev 1

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

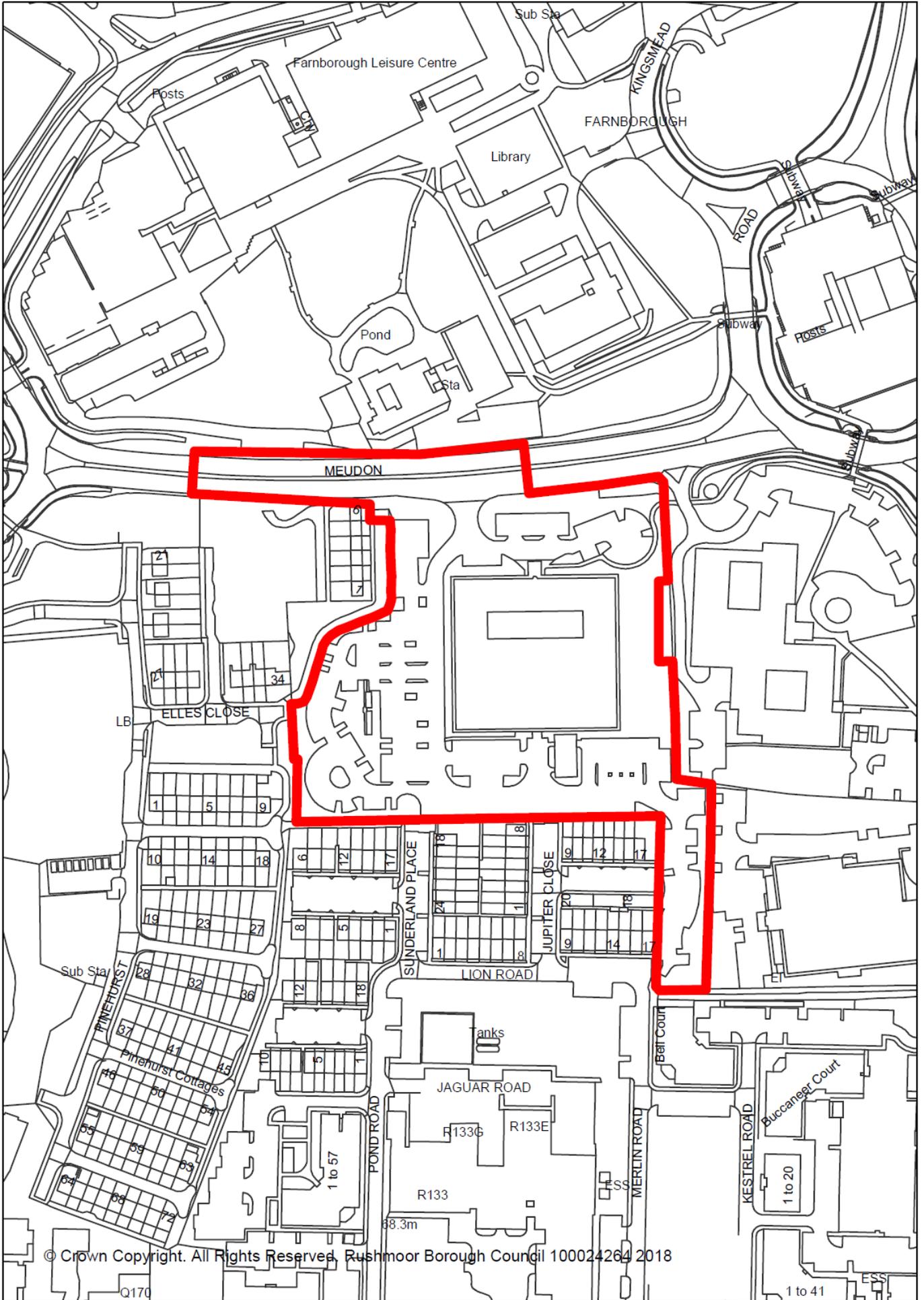
Informatives

- 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.

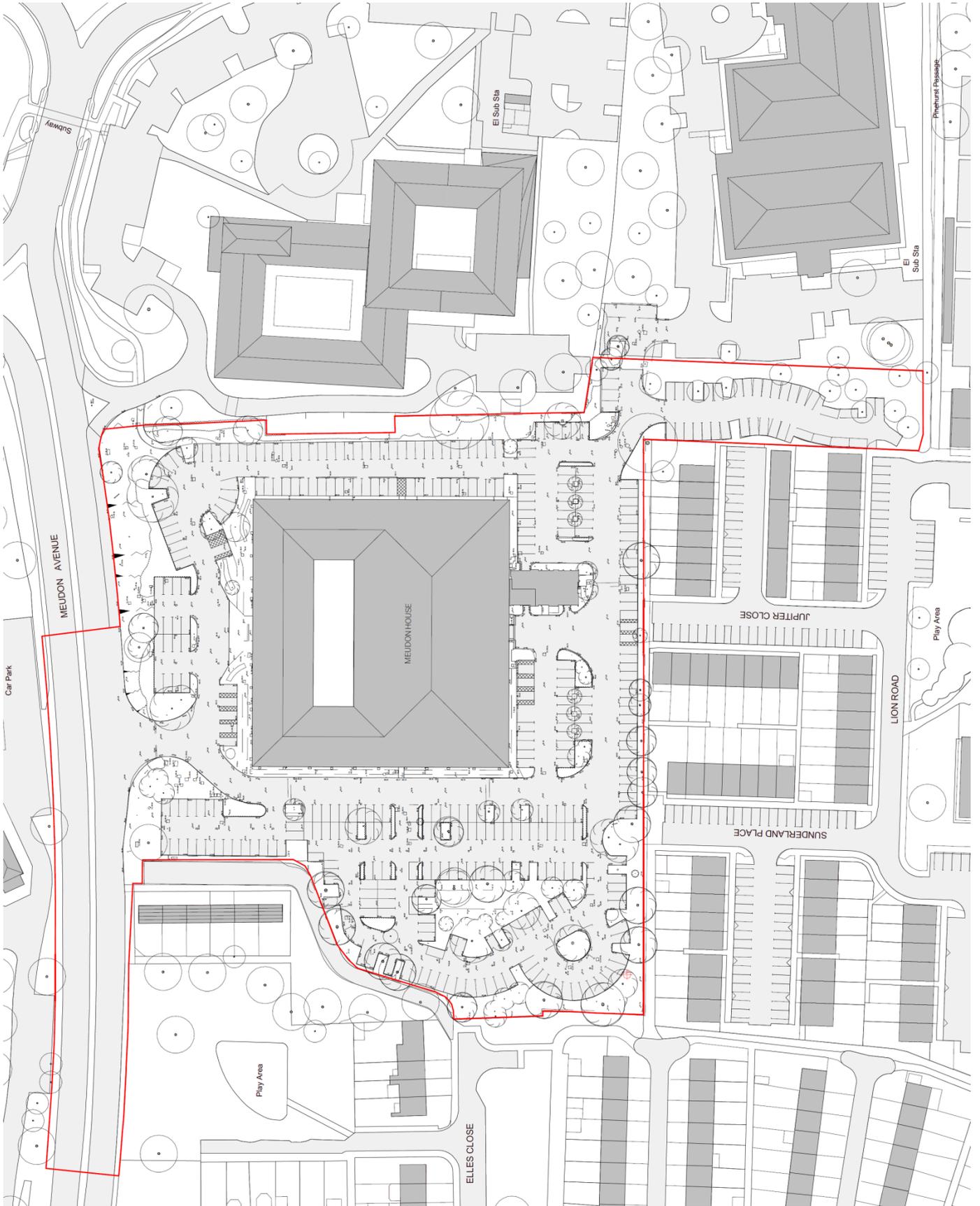
- 2 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because the proposal would have an acceptable impact on the character of the area, it would create a satisfactory living environment for future occupiers, have an acceptable impact on adjoining non-residential and residential occupiers and meet the functional requirements of the development. The proposal is acceptable in highway 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 condition(s) require either the submission and approval of details, information, drawings etc.by the Local Planning Authority **BEFORE WORKS START ON SITE, BEFORE SPECIFIC ELEMENTS OF THE PROPOSAL ARE CARRIED OUT** 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 Operational Services for advice.
- 11 INFORMATIVE - Future occupiers of the development should be made aware that aircraft approaching and departing TAG Farnborough Airport could be seen, and (dependent on weather conditions and ambient noise from other sources) heard from the application site.
- 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 0800 316 9800.
- 14 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.
- 15 INFORMATIVE - The applicant is advised that during the demolition and construction phases of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Head of Operational Services.

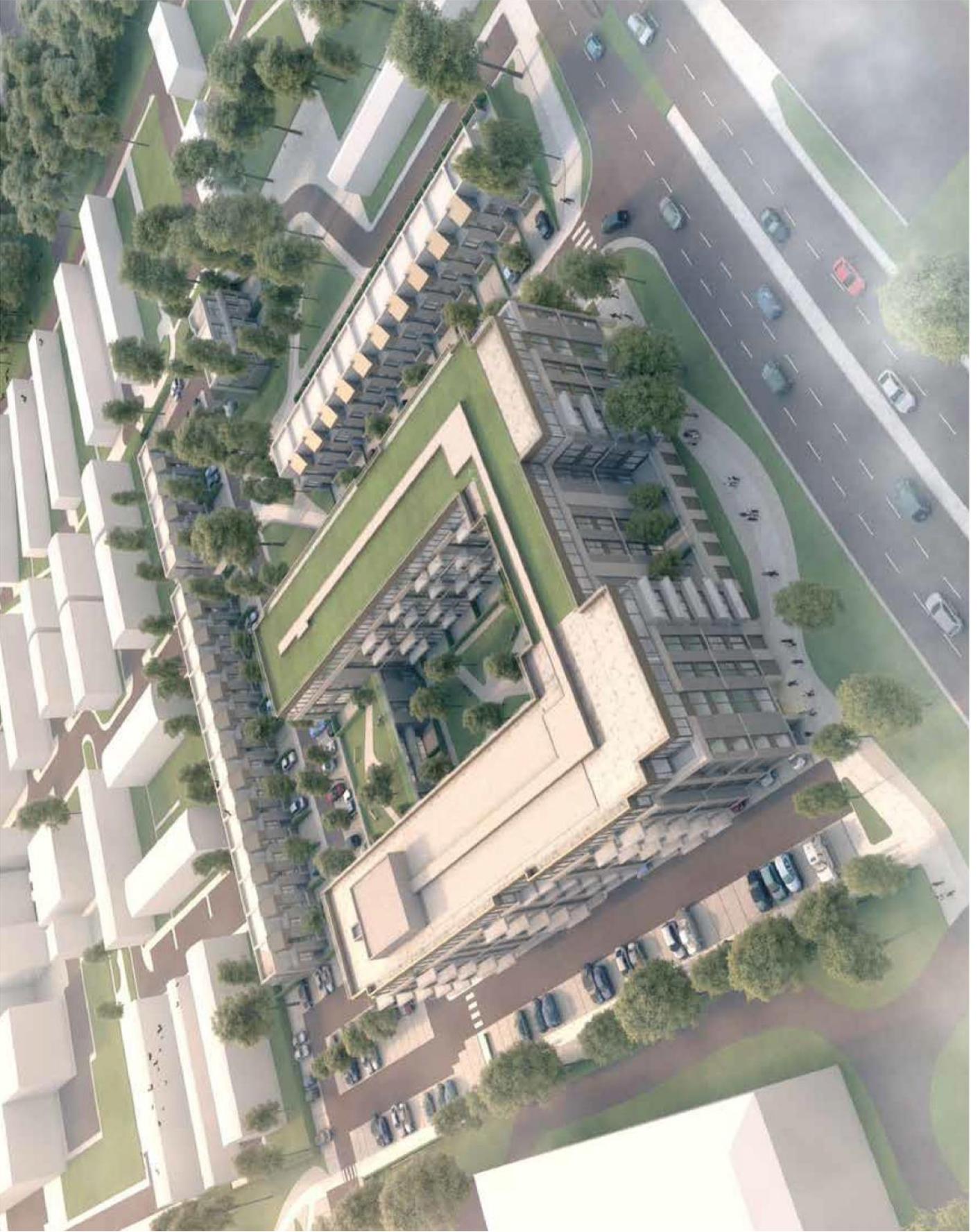
- 16 INFORMATIVE - All wild birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). If any trees are to be removed or buildings demolished during the bird breeding season (March-September inclusive) they should first be inspected by an experienced ecologist to ensure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

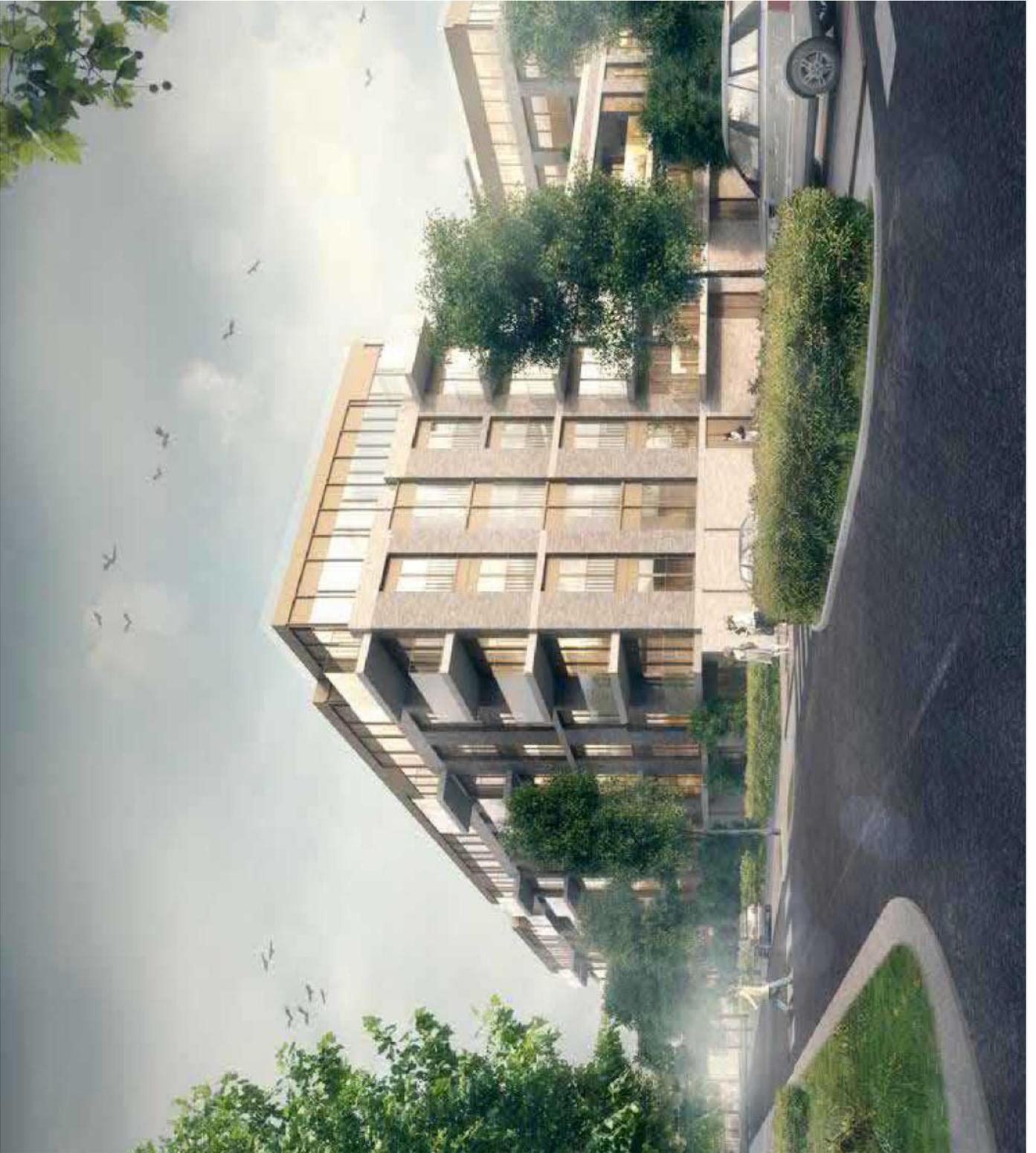


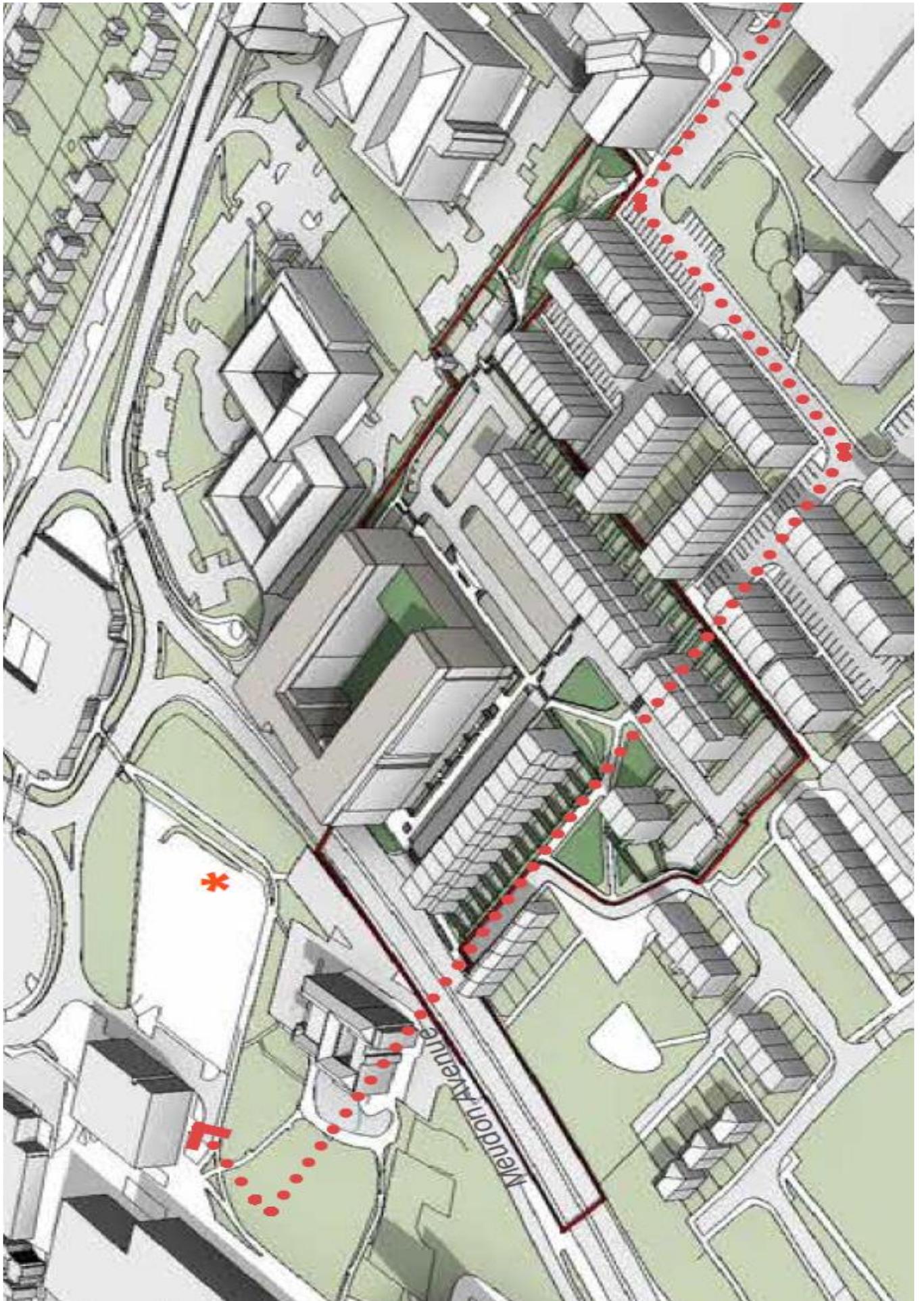
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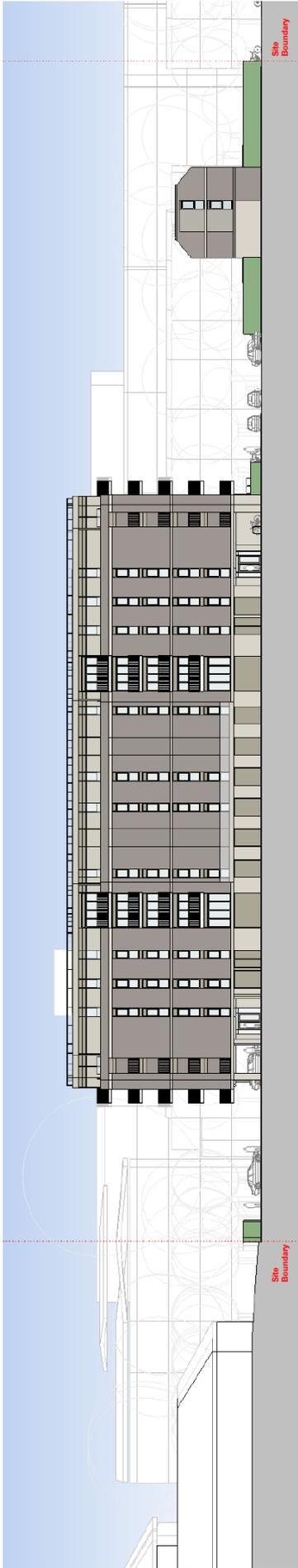




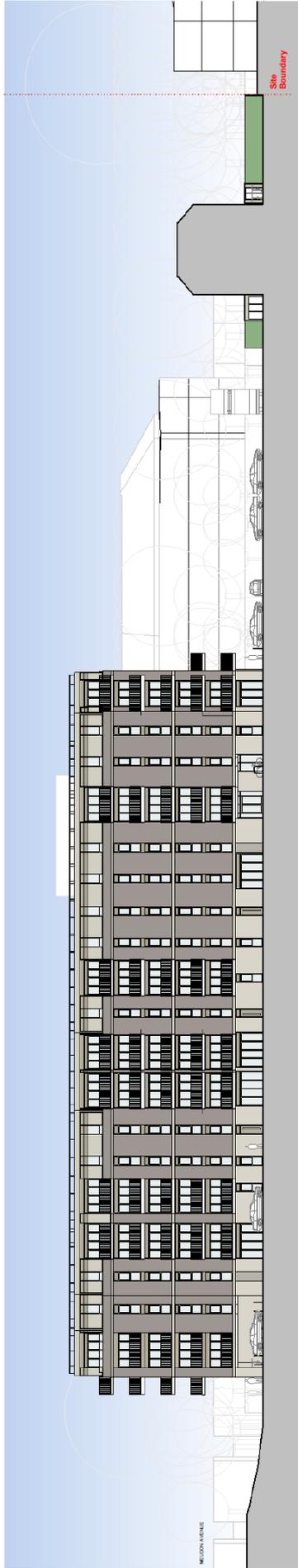








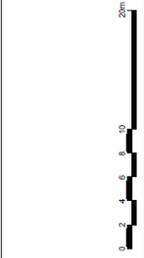
North Elevation
1:200



West Elevation
1:200

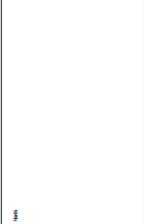
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North & West Elevation
1:200 (B1) A1 01/02/18
Project: 18/001
Client: [REDACTED]
Date: 01/02/18



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NO.	DATE	BY	REVISION
1	01/02/18	AS	ISSUED FOR PERMIT



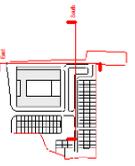
Project: 18/001
Client: [REDACTED]
Date: 01/02/18



South Elevation
1/200



East Elevation
1/200



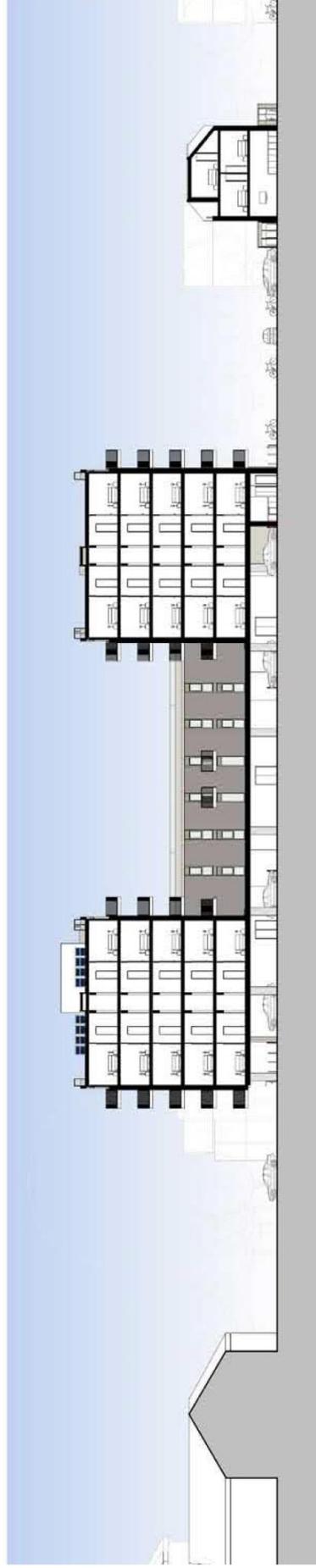
NO.	DATE	DESCRIPTION	BY	CHKD.

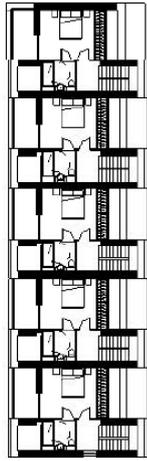
NOTES:
 1. THIS DRAWING IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 3. THE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHER PROFESSIONALS.
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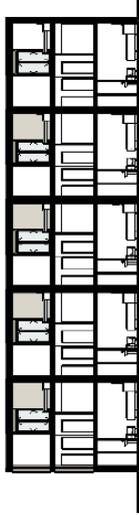


Meudon Courtyard - North Elevation + Section CC

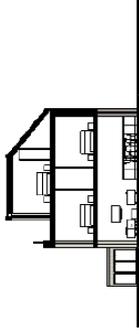




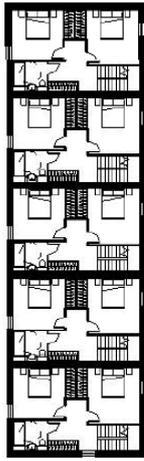
Second Floor Plan
1:200



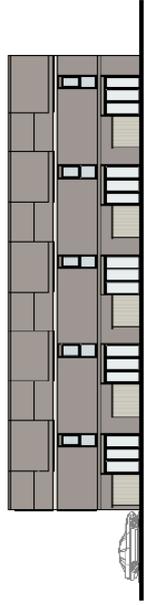
Typical Cross Section
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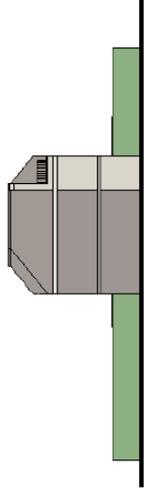
Typical Section
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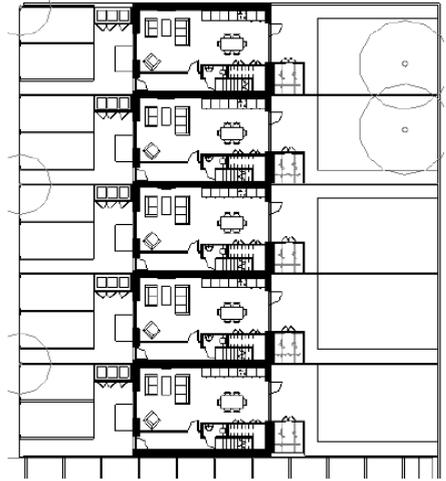
First Floor Plan
1:200



Rear Elevation - South
1:200



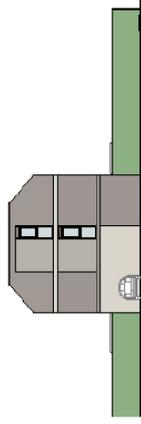
East Elevation
1:200



Ground Floor Plan
1:200



Front Elevation - North
1:200



West Elevation
1:200