

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 Bishop
Application No.	19/00103/FUL
Date Valid	13th February 2019
Expiry date of consultations	26th March 2019
Proposal	Partial demolition of Kingsmead shopping centre (former Debenhams store), erection of an extension (Block 3) comprising retail use on the ground floor (3,108 sq m), 99 apartments over nine floors, private amenity space, 55 car parking spaces, 210 bicycle parking spaces, a bridge link and alterations to the existing car parks serving Block 2 and The Meads, a new entrance to The Meads shopping centre and associated works
Address	Block 3 Queensmead Farnborough Hampshire
Ward	Empress
Applicant	Key Property Investments (No.1) Ltd
Agent	Mr A Wells
Recommendation	GRANT subject to S.106 planning obligation

Description

The application site is a component part of the North Queensmead redevelopment scheme. It includes part of the Kingsmead shopping centre, an enclosed mall, which has pedestrian entrances from Kingsmead located opposite the associated six storey multi storey car park and the Pinehurst surface car park, and an open hoarded area adjoining Kingsmead, Queensmead and The Mead. This hoarded area has previously been used as the site office/compound for the construction of the cinema and associated food and drink uses in the Kingsmead centre. Pedestrian access into this centre is also available from the multi storey car park via a bridge link and escalators/lifts from the upper levels. The site also includes part of the roof level car parking of the Kingsmead multi-storey car park above the Kingsmead centre, the pavement forming the south boundary of the surface car park to the front of the Sainsbury's supermarket and part of the parking area above block 2 .

Kingsmead bounds the site to the east. This road provides access for buses, service vehicles and taxis servicing the town centre and the application site. There are light controlled pedestrian crossings to the north east and south east of the site. On the east side of, and oversailing Kingsmead, there is a multi-storey car park with access from Kingsmead, and

the Total petrol filling station which is entered from Farnborough Road. On the opposite side of Farnborough Road there are detached residential properties with some in non-residential uses.

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

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

Planning History

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

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

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

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

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

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

Servicing to Block 3 was approved from the existing service bay on Kingsmead, while Block 4 and existing units fronting the east side of Queensmead would be serviced from an altered

existing service area, which was approved from the south and has been implemented. The service vehicle route crossed the central pedestrian access into the Kingsmead centre.

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

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

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

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

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

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

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

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

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

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

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

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

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

In June 2018 a revised proposal was approved to that approved in 2004, 18/00025/FULPP, in respect of Block 3, namely for the partial demolition of Kingsmead shopping centre (to include the now closed Debenhams store), erection of an extension (Block 3) comprising retail uses (Use Classes A1 and A3) on the ground floor (3710sqm), leisure use on the first

floor (2414sqm), 68 apartments over eight floors, private amenity space, 58 car parking spaces, 118 bicycle parking spaces, a bridge link to existing car parking on the roof of Block 2; alterations to the existing car park on Block 2, a new entrance to The Meads shopping centre, roof top plant and associated works.

The approved development would have frontages onto The Mead, Queensmead, the surface car park to the front of Sainsburys and within the Kingsmead centre. As approved in 2004 Block 3 was shown to be the tallest element of the North Queensmead redevelopment. The 2018/2019 permissions included an 6/7 storey feature tower in the north west and west areas of the site with the remainder of the development generally being two/three storey in height. The retail and leisure uses were approved predominantly at ground and first floor levels with the flats above. The development would have been largely finished in facing brick. The roofs were approved with photovoltaic panels to provide renewable energy for the development.

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

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

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

In January 2019 permission, 18/00695/MMA, was granted for a material minor amendment to the scheme approved in June 2018 which included changes to the entrance to the Kingsmead shopping centre to allow additional space to enable external cafe seating for adjacent retail unit(s); the subdivision of ground floor unit MSU3 into two units; creation of new bin storage facility which would result in a reduction in retail floorspace of some 169 sq m GIA; a slight reduction in footprint for leisure unit entrance; creation of ancillary space to serve the leisure unit rather than retail unit, minor alterations to the external appearance of the development; minor alterations to height; alterations to roof top photovoltaic panels; alterations to car parking layout and introduction of goods lift shaft in place of stair shaft. All the matters secured by way of legal agreement in 2018 were also secured by way of section 106 legal agreement as part of this permission.

In March 2019 approval, 19/00067/COND, was granted in respect of details submitted pursuant to conditions 4 (construction method statement), 6 in part (pile driving), 10 (site investigation) and 19 (SUDS) attached to planning permission 18/00695/MMA dated 17 January 2019.

The current application is a variation to the 2018 and 2019 schemes namely comprising the partial demolition of Kingsmead shopping centre (existing Debenhams store), erection of an extension (Block 3) comprising retail use on the ground floor, 99 apartments over eight floors (33 x one bedroom, 64 x two bedroom and 2 x three bedroom), private amenity space, provision of 55 car parking spaces, 210 bicycle parking spaces, a bridge link and alterations to the existing car park on Block 2, a new entrance to The Meads shopping centre and associated works. The main changes may be summarised as follows:

- Reduction in retail floorspace (3710 sq m as approved, 3108 as proposed);
- Additional residential units (68 units as approved, 99 as proposed);
- No leisure floorspace proposed;
- 99 parking spaces proposed for 99 units (this includes the identification of spaces within the existing Kingsmead car park for use by Block 3 residents);
- Provision of cycle parking (170 for residents, 14 for employees and 26 for visitors/general public);
- the extension and reconfiguration of the built form;
- relocated amenity area at first floor level;
- revised entrance canopy into Kingsmead shopping centre.

As with the approved schemes the proposed building would have frontages onto The Mead, Queensmead, the surface car park to the front of Sainsburys and within the Kingsmead centre. The revised layout proposes two floors of residential in lieu of the previously approved leisure use at first and second floor levels as the approved volume of the leisure unit was a double height space to accommodate its indicative use for trampolining (the operator chose not to proceed with this proposal).

The external appearance of the building has been amended with the introduction of further windows openings including projecting bay windows and balconies on the first and second floors to serve the new residential use. The amenity space has been lowered from its approved third floor location to the first floor level. It has been enlarged with the removal of two floors that faced south towards the Meads shopping centre. As a consequence this means that two floors of residential accommodation are proposed at first and second floor levels in the form of north and east wings which results in a generally "C" shaped layout. On the east elevation the residential units at first and second floors have been set back from the building edge with the introduction of first floor terraces primarily to serve the proposed.

The proposed building is not materially higher than the approved schemes (the approved height of the two residential blocks are 100.3m AOD (Above Ordnance Datum) for the southern block and 98.29m AOD for the north block (variation in parapet height compared to 100.3m AOD for the southern block and 98.4m AOD for the north block). As previously approved the development would be largely finished in facing brick with photovoltaic panels on the roofs.

The proposed landscaped amenity area is shown at first floor level and has an area of some 576 sq m. This is shown as south facing with hard and soft landscaping and enclosed by built form to the north, east and west. All the proposed two bedroom flats and 2 of the one bedroom flats would have a balcony space, having an area of some 5 sq m. The three

bedroom flats would have individual private terraces.

The existing entrance into the Kingsmead centre is to be remodelled. It is proposed to be set back from the existing line with two sets of double doors located within glazed screens. A glass/Perspex canopy is proposed over which would also provide cover to any external area for the adjoining proposed unit. It also proposed to install a glass/Perspex upstand (70cms high) on top of the brick parapet wall along the southern boundary.

22 car parking spaces would be lost as a result of the demolition of part of the Kingsmead centre. The proposed development details the provision of 53 replacement car parking spaces including two disabled spaces at third floor level. A further 46 car parking spaces would be made available within the existing Kingsmead car parking resulting in a total provision of 99 spaces to serve the residential element of the proposal. This provision would be accessible by residents only through the use of an access control gate to prevent public use. The new parking area would also provide access to and the bridge link to the roof top parking above Block 2. Minor layout changes were also approved to this parking area as part of the new bridge link (no spaces will be lost). The proposal would also release the spaces within the Kingsmead multi storey car park currently used by residents of Block 1. Six parking bays are proposed to have electric charging points, of which two will be accessible spaces. Servicing remains from a new lay by set back from Kingsmead on the east side of the site albeit that alterations to the stair cores has resulted in the relocation of the service layby on Kingsmead slightly to the south.

The application is accompanied by a planning statement, a design and access statement, a flood risk assessment and outline drainage strategy, a site waste management plan, a statement of community involvement, a transport assessment, a framework travel plan, an external lighting statement, a sustainability statement, a BREEAM pre-assessment report, a Phase I preliminary site assessment, a Phase 2 site investigation, an environmental noise survey and acoustic design statement, information pursuant to a Habitats Regulations Assessment, a communal tv statement and a biodiversity checklist.

Consultee Responses

HCC Highways Development Planning	raise no objection to the proposal subject to condition and securing a travel plan and associated contribution for its implementation
Ecologist Officer	raises no objection subject to condition.
Contract Management	provides information on the refuse and recycling facilities required
Parks Development Officer	raises no objection to the proposal subject to a financial contribution towards open space being secured.
Scottish & Southern Energy	provides information on the electricity infrastructure relating to the site and wider town centre.
Environment Agency	does not wish to be consulted on this application
Hampshire Fire & Rescue Service	advises that the development should take place in accordance with Approved Document B5 of the

Building Regulations and section 12 of the Hampshire Act 1983. Advice is also given in relation to access for high reach appliances, water supplies, the use of automatic water fire suppression systems, the testing of fire safety systems, fire fighting and the environment and the use of timber framed buildings.

Environmental Health	raises no objection to the proposal subject to condition
Housing	raises no objection to the proposal subject to a financial contribution towards affordable housing
Natural England	raises no objection to the proposal subject to appropriate mitigation being secured in relation to the Thames Basin Heaths Special Protection Area.
Crime Prevention Design Advisor	provides advice on the access to the residential bin store and lighting within the car park.
Surrey Heath Borough Council	views awaited
Surface Water Drainage Consultations	has requested further information
TAG	raises no objection to the proposal.
Thames Water	raises no objection to the proposal in terms of foul water sewage or surface water network infrastructure capacity. Comments are made concerning the proximity of sewers to the development and groundwater discharges into the public sewer.

Neighbours notified

In addition to posting three site notices and press advertisement, 690 individual letters of notification were sent to Meadview Court and Chudleigh Court Clockhouse Road, Clockhouse Road, Brand House Coombe Way, Eastmead, Fernleigh Court Elm Grove Road, Farnborough Road, Empress Court Hawthorn Road, The Meads Kingsmead, Kingsmead, Meudon Avenue, Pinehurst Avenue, Princes Mead, Dukes Court Queensmead, Queensmead, Stratford Court Salisbury Road, Salisbury Road, Horizon retail park Solartron Road, The Mead, Solstice House and York House Victoria Road, Victoria Road and Westmead. Letters were also sent to local stakeholders including Bride Hall, Farnborough Propco, Homes England, Knight Frank Investment Management, Legal and General Investment Management, Rushmoor Borough Council, Telereal Trillium and Wilky Holdings

Neighbour comments

Representations have been received from flat 5 Meadview Court and 5 York Road objecting to the proposal on the following grounds:

- inadequate car parking resulting in people parking in residential streets nearby;

- nine floors is not in keeping with adjacent buildings;
- overprovision of cycle spaces and underprovision of car parking spaces;
- 55 spaces just creates congestion in other parking and stressful situations;

Policy and determining issues

The site lies within Farnborough town centre. As such policies SS1 (Presumption in favour of sustainable development), SS2 (Spatial Strategy), SP2 (Farnborough Town Centre), SP2.1 (Primary frontages in Farnborough town centre), SP2.2 (Secondary frontages in Farnborough town centre), IN1 (Infrastructure and Community Facilities), IN2 (Transport), IN3 (Telecommunications), DE1 (Design in the Built Environment), DE2 (Residential Internal Space Standards), DE3 (Residential Amenity Space Standards), DE4 (Sustainable Water Use), DE6 (Open Space, Sport and Recreation), DE8 (Indoor and Built Sport and Recreation Facilities), DE10 (Pollution), LN1 (Housing mix), LN2 (Affordable Housing), NE1 (Thames Basin Heaths Special Protection Area), NE3 (Trees and Landscaping), NE4 (Biodiversity) and NE8 (Sustainable Drainage Systems) are considered relevant to the current proposal. The Council's adopted supplementary planning documents (SPD) on 'Housing Density and Design' (May 2006), 'Planning Contributions - Transport' 2008, 'Car and Cycle Parking Standards', 2017; Farnborough Town Centre and accompanying Prospectus and Sustainable Design and Construction, the Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy as updated and the advice contained in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance are also relevant.

The main determining issues are:

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

Commentary

The principle of development

The principle of a comprehensive redevelopment of North Queensmead for commercial and residential purposes was established by the 2004 planning permission. Planning Policy has been consulted on this application. The proposed ground floor retail units will comprise a mix of A1 and A3 uses, and this supports the primary frontages within the town centre as defined by the Rushmoor Local Plan. These are therefore policy compliant, and their potential contribution to the vitality and viability of Farnborough Town Centre is acknowledged. The proposal substitutes the previously consented leisure use at first floor level with an additional 30 dwelling units. Whilst the loss of the proposed leisure use is disappointing, the policy framework encourages a mix of uses, and net additional residential development in a key town centre location is welcomed, as this will bring commensurate activity to the area, and therefore support the vitality of the town centre. As such there is no objection to the principle of development subject to consideration of the following matters.

Design and scale

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

The scheme approved in 2018/2019 was a different built form when compared to that approved in 2004. The frontage onto the car park (north elevation) comprised a part two part nine storey building which extended across the width of the site. However the nine storey element was limited to the north west corner of the site which extended in part across the north elevation and the depth of the west elevation. This resulted in a feeling of spaciousness around the built form when compared to the solid frontage approved in 2004.

The current proposal retains the tower element in the north west corner of site but introduces new residential wings to the north and east elevation. Whilst these increase the built form and represent a change to the layout of development, the proposed changes are considered to be compatible with both adjoining development and the approved 2018/2019 schemes and are acceptable in street scene terms.

Impact on adjoining occupiers and residents

The closest residential neighbours are located at 8 Queensmead being the flats above Sainsburys (formerly Block 1). The proposed building relationships are not dissimilar to those approved in 2004 nor in 2018/2019. It is recognised that the proposal will result in a change to outlook and has the potential to result in a loss of privacy. However having regard to the extant planning permissions, the site's town centre location and the largely indirect pattern of overlooking no material loss of amenity to these residents is considered to result.

The application is accompanied by an environmental noise survey and acoustic design statement. Environmental Health have been consulted on this application. The Noise Report has recommended external plant noise emission criteria, that will need to be achieved at 1m from each habitable room window with all external plant operating simultaneously. Environmental Health consider this approach acceptable given that details of external plant are yet to be determined. Information will be required for all external items of plant, setting out how noise will be controlled so that the criteria specified within the Noise Report will be complied with. This may be secured by way of condition.

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

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

The living environment created

The proposed flats have been designed to meet Technical Housing standards issued by the

Department for Communities and Local Government. The development provides communal amenity space and private balconies/terraces. Environmental Health have been consulted on this application and advise that:

“The façade of the building overlooking the Sainsbury car park and Kingsmead is exposed to daytime noise levels in excess of 60dBA. Balconies located on these two facades will be exposed to this level of noise plus 3dB (reflective noise) which is well in excess of the BS8233 upper guideline value of 55dB LAeq,16hrs for external amenity space. BS8233 recognizes that these guideline values are not necessarily appropriate on balconies that are not intended to be used for relaxation purposes, but for drying washing or growing pot plants etc. However, the general guidance on noise in amenity space is appropriate for larger balconies, which are intended to be used for relaxation. “In high-noise areas, consideration should be given to protecting these areas by screening or building design to achieve the lowest practicable levels”.

Environmental Health have been informed that these balcony spaces will not be contributing to meeting the Council’s Amenity space standards, and that the shared amenity space on the first floor exceeds the overall requirement for private amenity space at this development (officer note 495 sq m required as a minimum for the development as a whole, 576 sq m communal amenity space proposed with additional private amenity space comprising 59 balconies and two terraces). There is limited detail relating to this shared amenity space but it is assumed that it will have some form of wall at a height around its perimeter to prevent items falling off its edge. Provided this is of solid construction then an acceptable acoustic environment will be achieved, affording a quieter external space for residents. The balconies can therefore be considered an additional benefit and whilst it would be preferable to have a greater level of protection for these spaces, residents will have the choice of a quieter space if they so desire.”

Given the site's town centre location, having regard to the extant permission and the ability to impose appropriate conditions, it is considered that an acceptable level of usable amenity space commensurate with the type of development proposed would be provided. The submitted Acoustic Design Statement simply sets out the acoustic criteria and standards that will be met from all sources of noise on-site resulting from the development and the design criteria for habitable rooms to protect against external noise. These criteria are acceptable.

It is proposed that residential waste will be taken by residents to the communal waste storage area on the ground, first or third floors and then transferred to the dedicated waste collection point on the ground floor by facilities management staff. Communal refuse/recycling bin storage is proposed which may be secured by way of condition. Subject to the imposition of appropriate conditions, it is considered that the proposal would create a satisfactory living environment for future residents and is acceptable.

The provision of affordable housing

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

When considering the provision of issue of affordable housing in 2004 the then Local Plan Policy H6 required any development of 25 or more dwellings to make provision for a minimum of 15% to be affordable housing, increasing to about 25%-30% on those sites where the existing use value and infrastructure costs are low. In February 2003 the Council adopted supplementary planning guidance that sought to negotiate 35-40%. The applicant

offered 20% of the new dwellings to be provided on site as affordable housing. The reason for this was that the proposal was for a redevelopment of a town centre where existing land values and existing uses values were/are very high. Furthermore because of the nature of the redevelopment proposals the infrastructure costs were/are proportionally very high. It is noted that this reflects the approach set out policy LN2

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

Strategic Housing have been consulted on this application and confirm that with the exception of one unit, the provision of affordable housing required for the units in this application and in wider North Queensmead redevelopment has already been provided in the block above Sainsburys. In considering the 2018/2019 permissions, they were satisfied that as it would not be easy to find a registered provider that would take one unit. On this basis, the payment of a commuted sum in lieu for off site provision was agreed. This figure was calculated as £147,500 and secured by way of section 106 agreement.

The current proposal would generate a requirement of 6 affordable units in addition to the one outstanding from the 2004 planning permission. As with the 2018/2019 schemes, the applicants have proposed to make a payment of a commuted sum in lieu for off site provision for a total of seven units due to difficulties in securing interest from a registered provider given the small number of affordable units proposed and management thereof having regard to the proposed floor layouts. Strategic Housing have agreed to this approach. The commuted sum is currently the subject of negotiation with the applicant. Subject to the outcome of this negotiation and the completion of a section 106 planning agreement which secures the requisite contribution no objection is raised to the proposal in respect of affordable housing.

Highway and transportation matters

As part of the 2004 planning permission, various transportation improvements were secured, and subsequently implemented, including the following:

- Improved Cycling and Pedestrian access
- Advanced stop line for cyclists at Victoria Road/ Kingsmead Traffic Signals.
- Links between the main railway station and the town centre
- Cycle stands in Kingsmead/Queensmead
- Cycle lockers in Kingsmead.
- Pedestrian facility within the proposed signal junction at Victoria Road/Kingsmead.
- Improved pedestrian routes along Kingsmead

- Pedestrian crossing points over Kingsmead
- New bus stops on Kingsmead adjacent to the proposed foodstore; and
- New traffic signals at Victoria Road/Kingsmead to assist public transport movements in the area

The current application is supported by a Transport Assessment and Travel Plan

As set out above 22 car parking spaces would be lost as a result of the demolition of part of the Kingsmead centre. The proposed development will include the provision of 53 car parking spaces including two disabled spaces at third floor level. As previously approved servicing is proposed from a new lay by set back from Kingsmead on the east side of the site. Storage for 170 residents cycles is proposed at ground and first floor levels. The remaining spaces to serve visitors and staff will be provided at ground floor level.

The County Highway Authority is satisfied with the level of car parking proposed. It is considered appropriate to re-impose conditions requiring that all parking spaces are to remain unallocated, the bridge link is completed prior to first occupation of the development and details of the controlled access gate, its operation and cycle storage are submitted.

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

The revised travel plan indicates that due to the removal of floorspace for the retail and leisure components of the proposal the trip generation will be reduced when compared to the extant permission (18/00025/FULPP). There will be a reduction of 6 trips in the AM peak (8:00-9:00), 28 in the PM peak (17:00-18:00) and 195 in the weekend peak (12:00-13:00 Sat). The highway authority are satisfied that there would not be a detrimental impact on the operation or safety of the highway network when compared to the extant permission. Given the reduction in forecast trip generation due to the change in land use, no further review of the local highway network is required.

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

Subject to the imposition of appropriate conditions and the satisfactory completion of a section 106 agreement in relation to the implementation of a travel plan raise no objection is raised to the proposal on highway grounds.

Nature conservation

By way of background when the 2018 scheme was granted there was a legitimate fall back position namely an extant and implementable permission for the provision of 69 flats. The 2018 scheme sought to replace, albeit with a reduction of one unit, the residential development approved in 2004. Having regard to the above, it was therefore the Council's view, as the competent authority for the purposes of the Conservation of Habitats and Species Regulations 2017, that the proposal would have no likely significant effect on the SPA and as such no contribution was sought for the 2018 scheme in this regard. As the subsequent application approved in 2019 maintained the same number of units as approved in 2018 no contribution was sought. However the current scheme proposes an increase in

31 units over the approved scheme and as such the proposal needs to address the impact of these additional units on the Thames Basin Heaths Special Protection Area.

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 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. She seeks biodiversity improvements which may be secured by way of condition.

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. Policy DE6 allows provision to be made on the site, or in appropriate circumstances a contribution to be made towards enhancing and managing facilities nearby. The policy does not set a threshold of a particular number of dwellings or size of site above which the provision is required.

As part of the 2004 planning permission a financial contribution towards open space for the development as a whole was secured. As set out above the applicant subsequently requested that the legal agreement be varied to enable the financial contribution to be paid in respect of children's play space be used within a wider area within the town centre to be defined as coloured purple on Inset map 1 within the Rushmoor Local Plan Review 1996-2011 but outside the application site outline in red. This play space was envisaged to be on the land next to the leisure centre next to the existing skate park but has not been provided

to date. However it is noted that the existing outdoor recreational uses are to be removed as part of the redevelopment of the Civic Quarter as envisaged in the Civic Quarter supplementary planning document. Reference was also made to allow for the apportionment of the open space contribution to enable an increased contribution towards the children's play space within the town centre. The open space contribution in respect of Block 1 has been paid. A financial contribution of £122,825.00 towards open space in respect of Block 3 was secured as part of the 2018/2019 permissions. As there has been an increase in the number of units and based on the level of contributions in force at the time of the submission of the application the current contribution would be £177,225.00 (ie 29 x £1525 and 70 x £1900). The applicant has agreed to this which would be secured by way of section 106 agreement. Given the issues of provision of play space within the Civic Quarter, it is also proposed to amend/update the clauses agreed in 2009 and 2018/2019 to ensure provision of play space within 200 metres of Farnborough town centre as defined on the Rushmoor Core Strategy proposals map. Having regard to the above no objection is raised to the proposal within the terms of Policy DE6.

The water environment and flood risk

Policy NE8 relates to surface water flooding and seeks details of sustainable drainage systems that will be incorporated into the development. The application site is within Flood Zone 1. The Hampshire County Council draft surface water management plan 2012 shows that the site has not been the subject of flooding events. However it is recognised that due to the high water table within Farnborough town centre that infiltration is not appropriate in terms of SUDS. Given this, the drainage for the site will include gullies serving roof drainage, permeable paving/sub base and an underground attenuation tank (officer note the tank is in the process of being installed as part of the implementation of the 2019 permission). Hampshire County Council as Lead Local Flood Authority (LLFA) has sought further information on exceedance flows which the applicant has provided and are the subject of consultation with the LLFA. The Environment Agency have advised that they do not wish to be consulted on this application. Thames Water raise no objection to the proposal. Subject to no adverse comments being received from the LLFA and imposition of an appropriate condition to secure a detailed drainage strategy including long term maintenance no objection is raised to the proposal in terms of the water environment and flood risk.

Sustainable development

The proposal is for a mixed use development. The proposals include the use of solar photovoltaic panels on the roof. A Sustainability statement and BREEAM Pre-Assessment have been submitted in support of the application which demonstrate that the non residential part of the development will achieve a BREEAM "Very Good" level. The submission of a verification report that confirms that the non residential part of the development will achieve a BREEAM level of "Very Good", may be secured by way of condition.

Policy DE4 requires all new development to meet water efficiency standards (110 litres/person/day and BREEAM "excellent"). These standards may be secured by way of condition. Subject to the imposition of these conditions no objection is raised to the proposal on grounds of sustainability

Conclusion -

Development of this part of the town centre is an important phase of the overall scheme to revitalise the town centre. It meets the criteria adopted by the Council in the development plan and the supplementary planning document on the town centre. The proposal is

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

FULL RECOMMENDATION

Subject to the issues relating to affordable housing and flood risk as set out above being satisfactorily addressed it is recommended that permission be GRANTED subject to the completion of an appropriate legal agreement in respect of open space, affordable housing, SAMM and highway matters as set out above and the imposition of the following conditions and informatives

- 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 May 2018 and to accord with the resolution of Rushmoor's Cabinet on 17 June 2014 in respect of Planning Report no PLN1420.

- 2 Construction of the following elements of the development hereby approved shall not start until a schedule and/or samples of the materials to be used in them have been submitted to, and approved in writing by, the Local Planning Authority. Those elements of the development shall be carried out using the materials so approved and thereafter retained:

External walls
Roofing materials
Window frames and glazing
Louvres
Access bridge

Reason - To ensure satisfactory external appearance.*

- 3 Surfacing of access ways, ramps or other paths and hardsurfaces within the development hereby approved shall not start until a schedule and/or samples of the surfacing materials to be used for them have been submitted to, and approved in writing by, the Local Planning Authority. Those elements of the development shall be carried out using the materials so approved and thereafter retained

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

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

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

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

Reason - In the interests of amenity and highway safety.

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

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

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

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

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

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

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

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

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

Reason - To protect the amenity of neighbouring occupiers.*

- 10 The approved cycle parking facilities shall be provided and made available for use prior to the first occupation of that part of the development to which they relate and thereafter retained.

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

- 11 No dwelling shall be occupied until the off-street parking facilities to serve the proposed flats shown on drawing number P-614 rev P1 third floor car park plan have been completed and made ready for use by the occupiers/visitors. The parking spaces shall be unallocated and thereafter retained solely for parking purposes (to be used by the occupiers of, and visitors to, the proposed flats) and, in the interests of clarity, not used for the storage of caravans, boats or trailers . In the interests of clarity this also includes the provision of electric charging points*

Reason - To ensure the provision and availability of adequate off-street parking and to promote energy efficiency

- 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 The residential element of the development hereby approved shall not be occupied until measures to protect the flats and amenity space/balconies/terraces from traffic or other external noise have been implemented in accordance with a scheme to include, for example, acoustic barriers and double glazing which has been first submitted to and approved in writing by the Local Planning Authority. On approved the mitigation measures shall be implemented in full prior to the first occupation of the flats to which they relate

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

- 14 Within 6 months of the first occupation of the non residential parts of the development a verification report shall be submitted which demonstrates that that part of the

development has achieved a BREEAM Very Good standard overall and Excellent in relation to water consumption.

Reason - To confirm the target score as indicated in the BREEAM Pre-Assessment Summary Report prepared by RPS and to meet the objectives of policies DE1 and DE4 of the Rushmoor Local Plan.

- 15 Prior to the construction of the residential part of the development hereby approved, and notwithstanding any details submitted with the application, details of measures to achieve a water efficiency standard of 110 litres per person per day for the residential part of the development shall be submitted to and approved in writing by the Local Planning Authority. Such details as may be approved shall be implemented in full prior to the first occupation of the residential part of the development and retained in perpetuity.

Reason - To reflect the objectives of Policy DE4 of the Rushmoor Local Plan

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

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

- 17 Prior to the first occupation of any dwelling or use of the identified residents parking spaces, the proposed entrance and exit barriers to control access to the residents car parking as shown on drawing number P-614 rev P1 shall be installed in full, made available for use and thereafter retained/maintained in an operational state.

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

- 18 Prior to the construction of development, and notwithstanding any details submitted with the application, a detailed Sustainable Drainage Systems (SUDS) strategy shall be submitted to and approved in writing by the Local Planning Authority. Such details as may be approved shall be implemented in full prior to the first occupation of the development to which they relate and retained in perpetuity.

Reason - To reflect the objectives of Policy NE8 of the Rushmoor Local Plan

- 19 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 for the development have been submitted to and approved in writing by the Local Planning Authority. The approved system shall then be installed and made operational before the relevant dwellings are occupied. *

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

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

Reason - To meet the recreational needs of future residents

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

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

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

Reason - To safeguard the amenities of neighbouring property.*

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

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

- 24 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

- 25 The refuse collection strategy for the site shall be undertaken in accordance with the approved plans and the Site Waste Management Plan prepared by WYG dated February 2019.

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

- 26 Prior to occupation of any dwelling, the refuse bin storage areas hereby approved shall be made available for use by residents and thereafter retained for their designated purpose

Reason - To safeguard the amenities of the area and to meet the functional requirements of the development.*

- 27 Notwithstanding any details submitted with the application prior to the occupation of the development details of a lighting strategy for the site shall be submitted to and approved by the Local Planning Authority. Once approved the lighting strategy shall be implemented prior to the first use of any part of the development and thereafter retained unless otherwise agreed in writing.

Reason - In the interests of the visual and residential amenity

- 28 The permission hereby granted shall be carried out in accordance with the following approved drawings - P-001 rev A, 500 rev P1, 501 rev P1, 502 rev P1, 503 rev P1, 504 rev P1, 505 rev P1, 506 rev P1, 507 rev P1, 800 rev P1, 600 rev P1, 601 rev P1, 602 rev P1, 603 rev P1, 604 rev P1, 605 rev P1, 606 rev P1, 607 rev P1, 608 rev P1, 609 rev P1, 610 rev P1, 611 rev P1, 612 rev P1, 613 rev P1, 614 rev P1, 800 rev P1, 801 rev P1, 802 rev P1, 803 rev P1, 804 rev P1 and 805 rev P1.

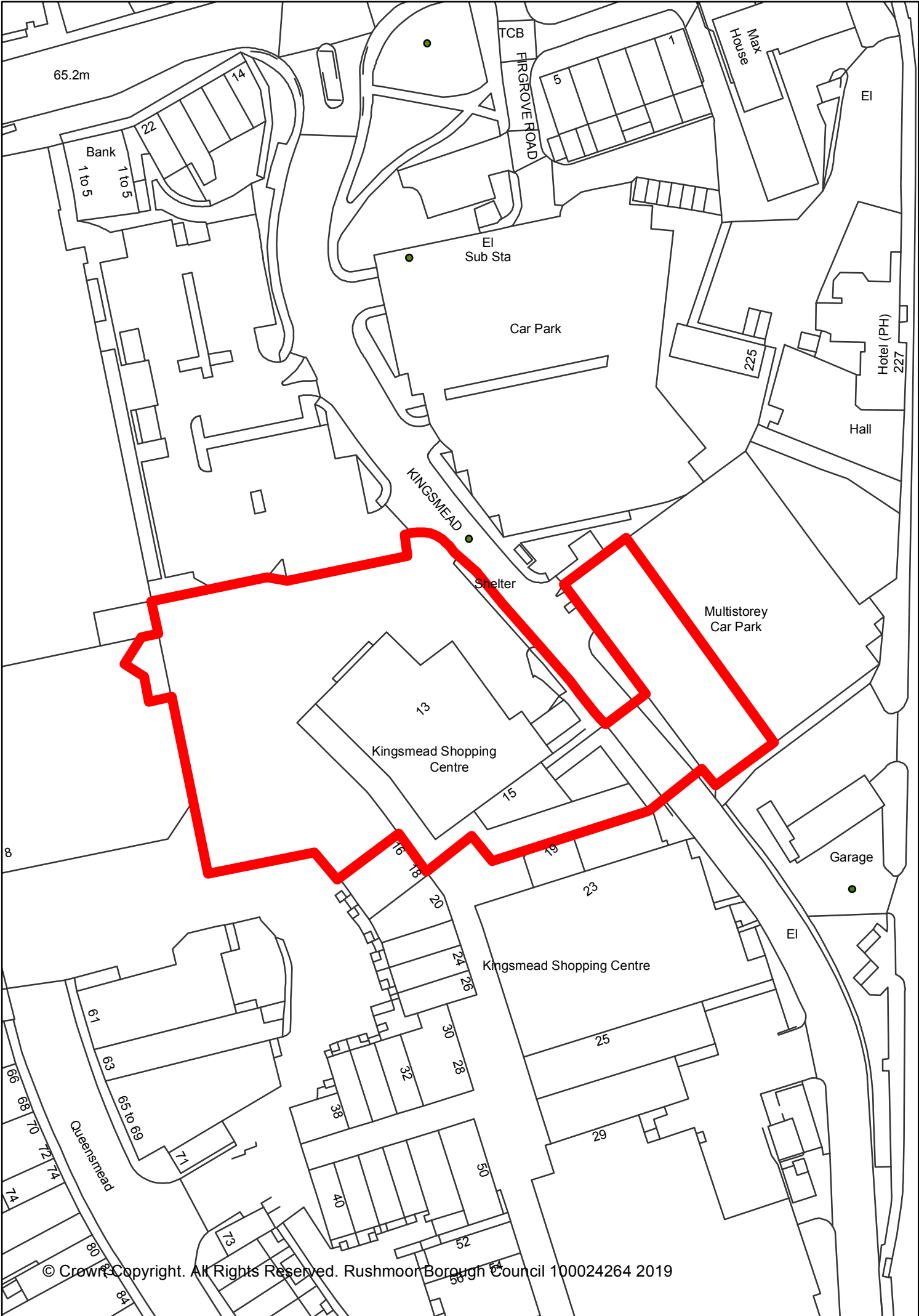
Reason - To ensure the development is implemented in accordance with the permission granted

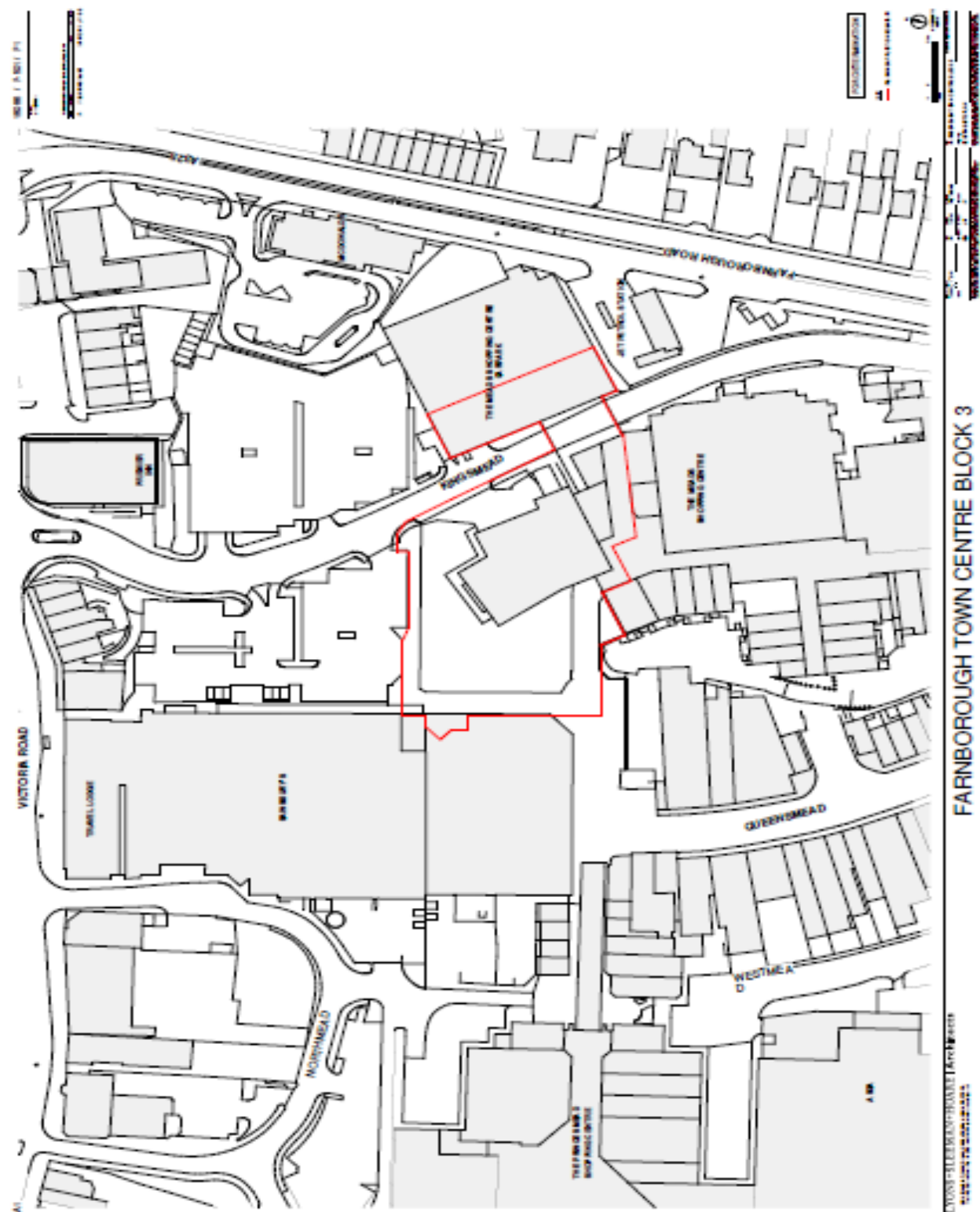
Informatives

- 1 **INFORMATIVE** – The Local Planning Authority's commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.
- 2 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because the proposal is acceptable in principle. It would have an acceptable impact on the character of the area, it will create a satisfactory living environment for future occupiers, have an acceptable impact on adjoining non-residential and residential occupiers and meet the functional requirements of the development. The proposal is acceptable in highway terms, it makes satisfactory provision for affordable housing and public open space, addresses its impact on the SPA and secures appropriate energy efficiency measures. It complies with development plan policies, the Council's adopted Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy and the National Planning Policy Framework/Planning Practice Guidance It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.
- 3 **INFORMATIVE** - A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

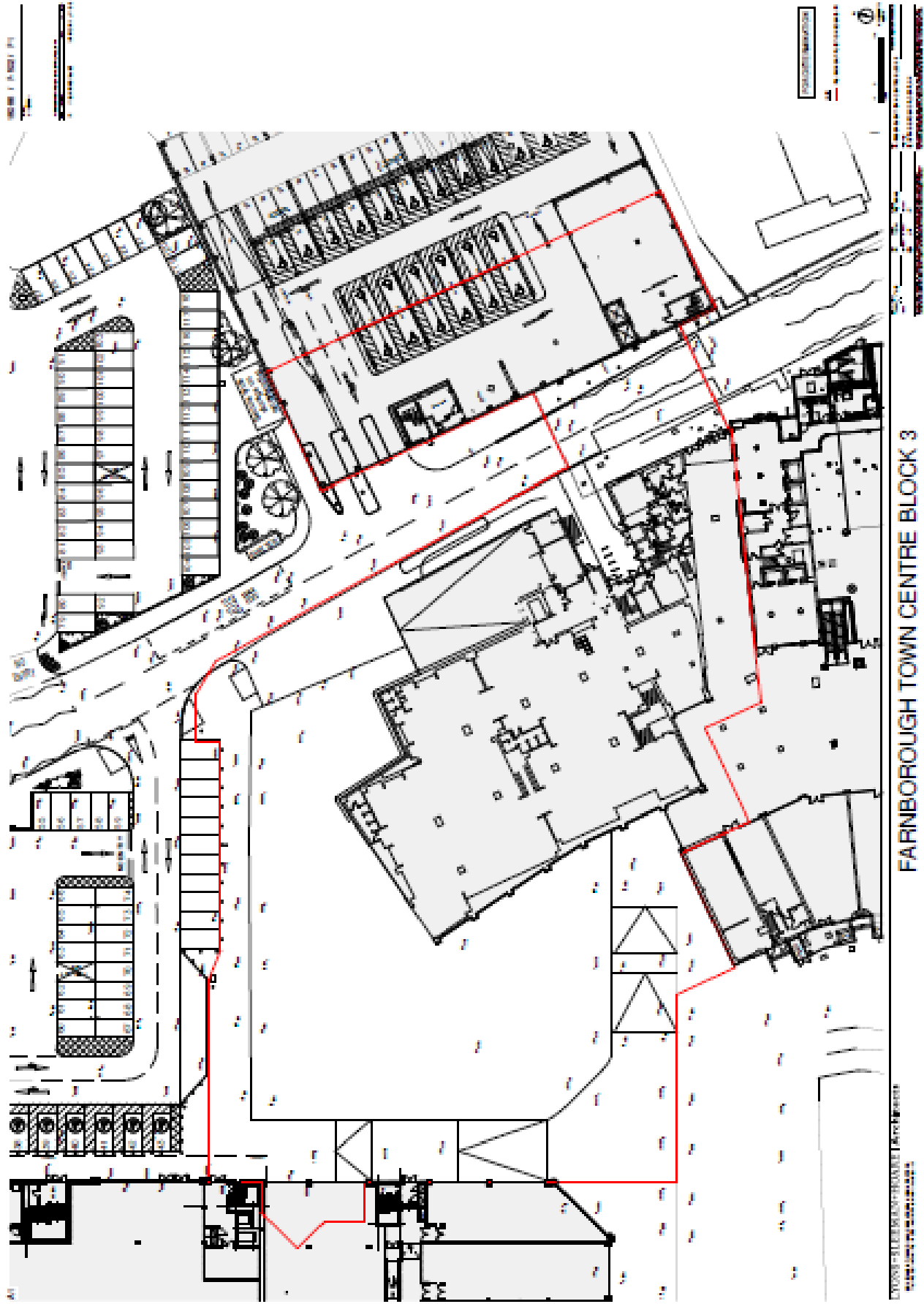
- 4 INFORMATIVE - Your attention is specifically drawn to the conditions marked *. These conditions require the submission of details, information, drawings etc. to the Local Planning Authority BEFORE WORKS START ON SITE or, require works to be carried out BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING. Development started, carried out or occupied without first meeting the requirements of these conditions is effectively development carried out WITHOUT PLANNING PERMISSION. The Council will consider the expediency of taking enforcement action against any such development and may refer to any such breach of planning control when responding to local searches. Submissions seeking to discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.
- 5 INFORMATIVE - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 6 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
- 7 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.
- 8 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
- 9 INFORMATIVE - The planning permission hereby granted does not authorise the applicant, or his agents, to construct a new/alterd access to, or other work within, the public highway. A separate consent for works within the highway must first be obtained from the highway authority who may be contacted at the following address:- Hampshire County Council Highways Sub Unit, M3 Motorway Compound, Hook, Hampshire, RG27 9AA.
- 10 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
- 11 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact Environmental Health for advice

- 12 INFORMATIVE - The applicant is reminded that the premises should be made accessible to all disabled people, not just wheelchair users, in accordance with the duties imposed by the Equality Act 2010. This may be achieved by following recommendations set out in British Standard BS 8300: 2009 "Design of buildings and their approaches to meet the needs of disabled people - Code of Practice". Where Building Regulations apply, provision of access for disabled people to the premises will be required in accordance with Approved Document M to the Building Regulations 2000 "Access to and use of buildings". The Rushmoor Access Group would welcome the opportunity to give further advice and guidance
- 13 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.
- 14 INFORMATIVE - It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas a dwelling should have separate connections: a) to the public foul sewer to carry waste from toilets, sinks and washing machines, etc, and b) to public surface water sewer for rainwater from roofs and surface drains. Mis-connections can have serious effects: i) If a foul sewage outlet is connected to a public surface water sewer this may result in pollution of a watercourse. ii) If a surface water outlet is connected to a public foul sewer, when a separate surface water system or soakaway exists, this may cause overloading of the public foul sewer at times of heavy rain. This can lead to sewer flooding of properties within the locality. In both instances it is an offence to make the wrong connection. Thames Water can help identify the location of the nearest appropriate public sewer and can be contacted on 0845 850 2777.
- 15 INFORMATIVE - The applicant is advised that during the demolition and construction phases of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Head of Environmental Health.

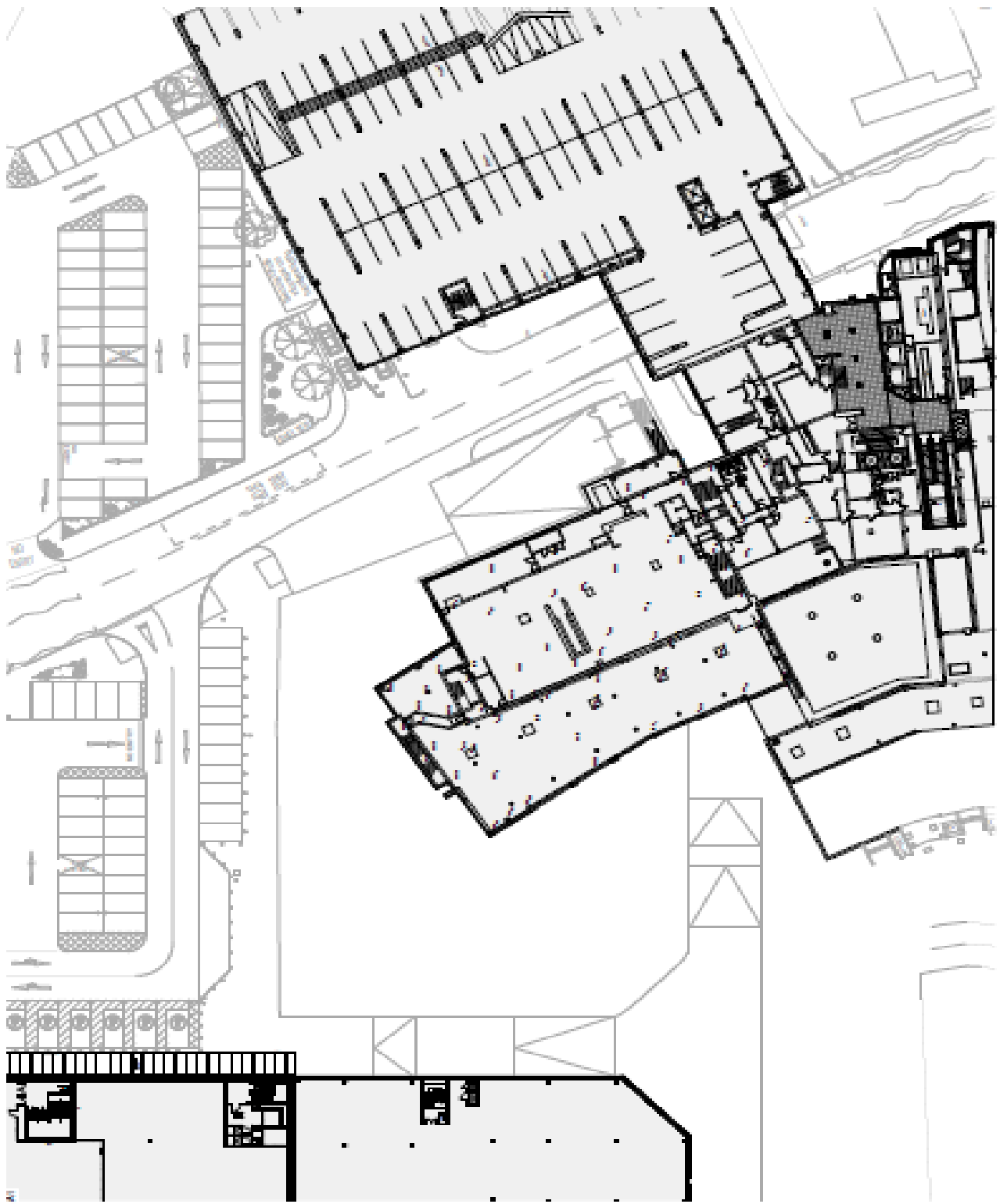




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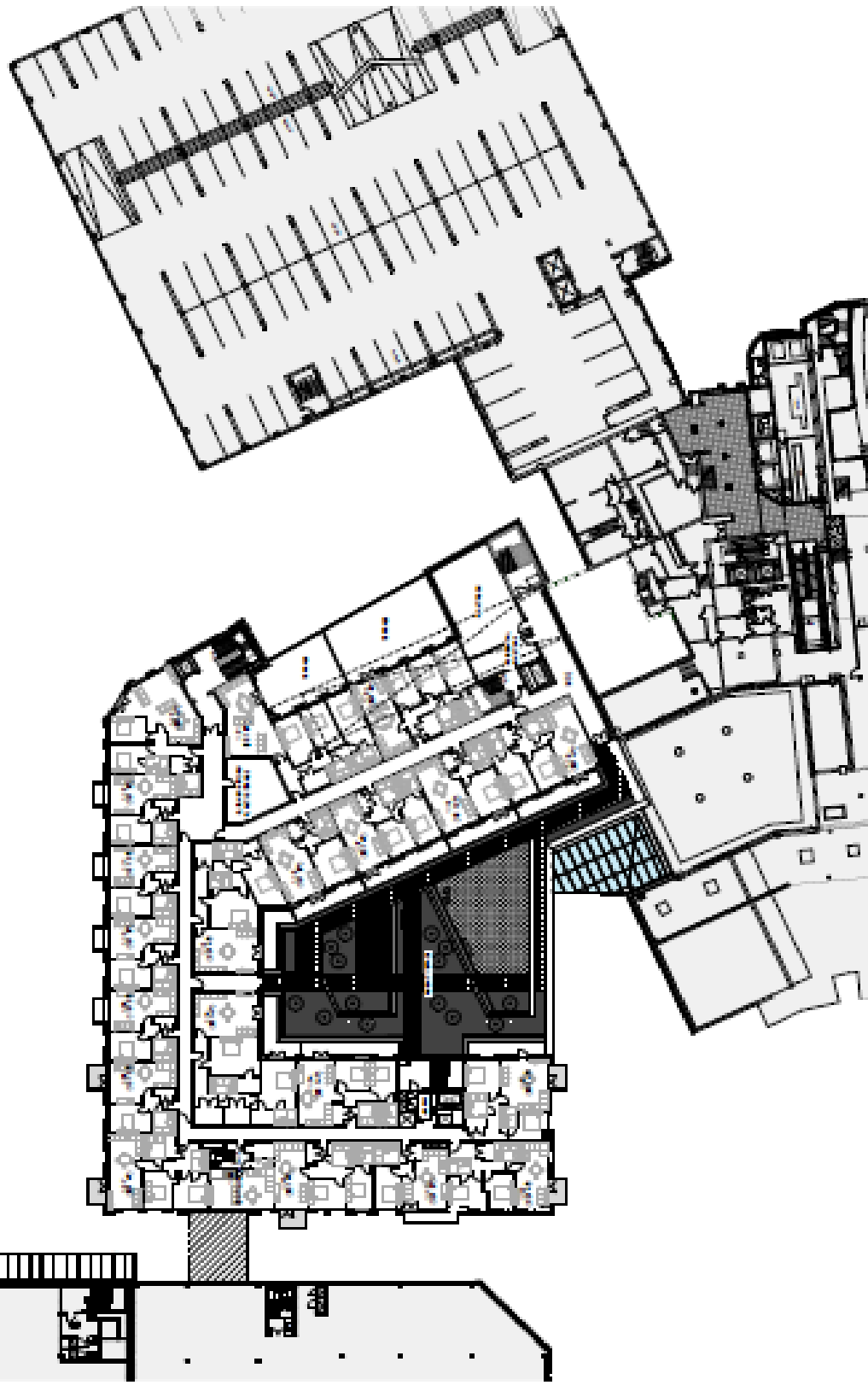
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FARNBOROUGH TOWN CENTRE BLOCK 3

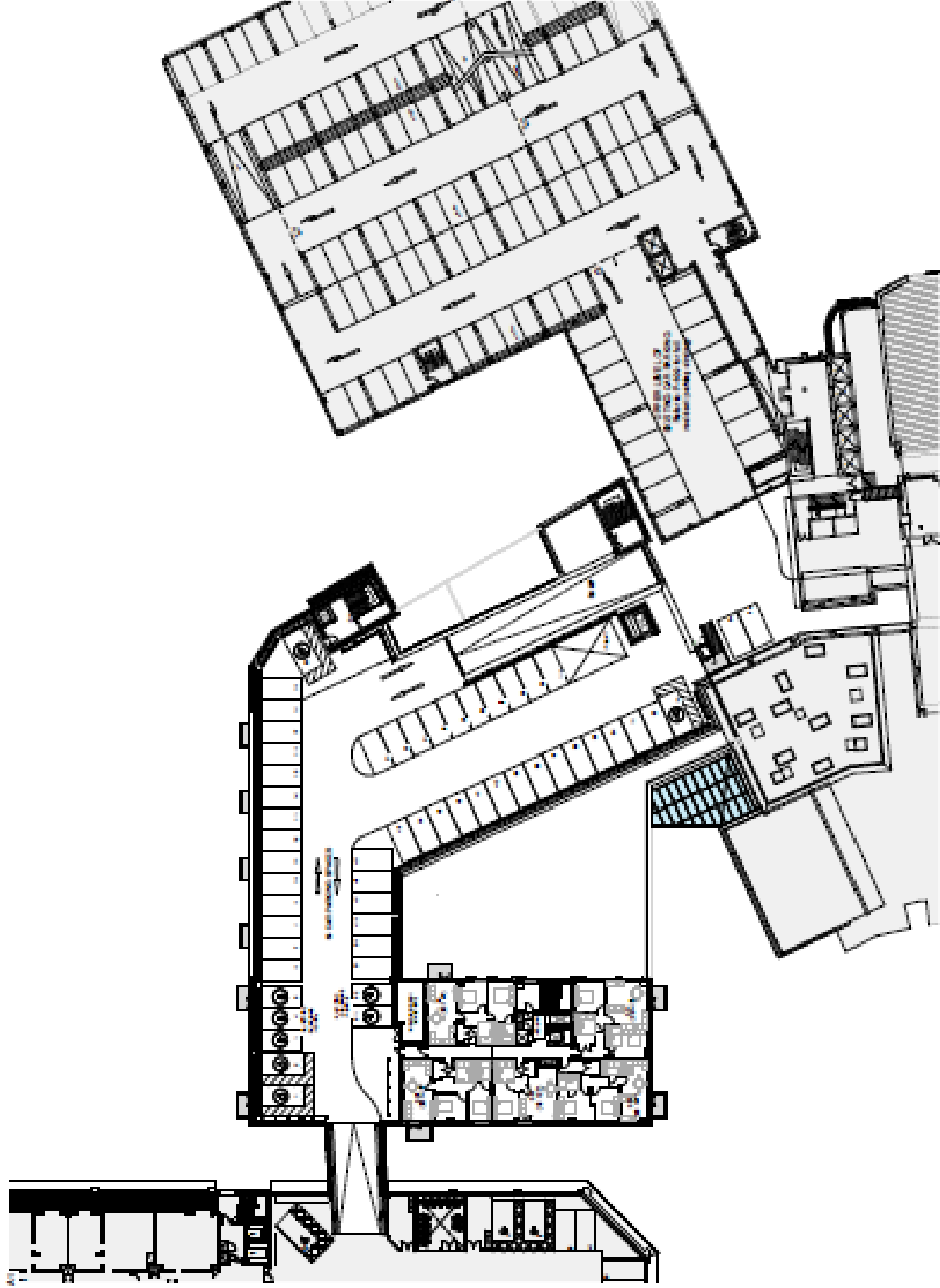
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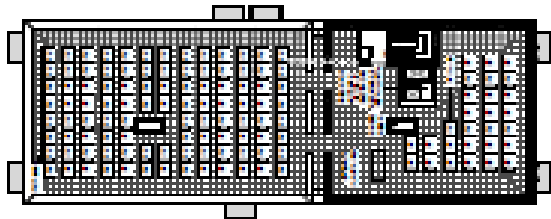
5TH FLOOR PLAN
1/20



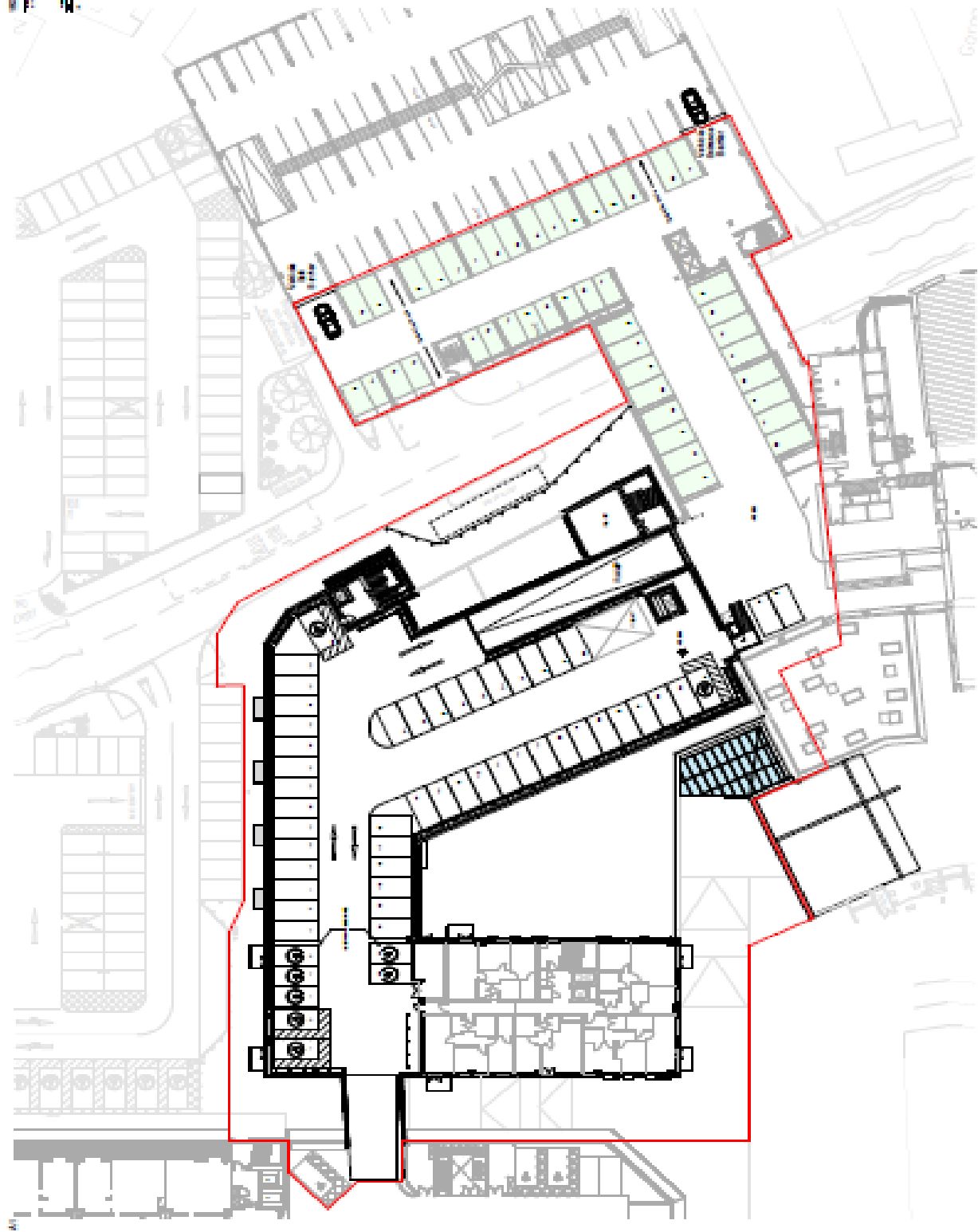
6TH FLOOR PLAN
1/20



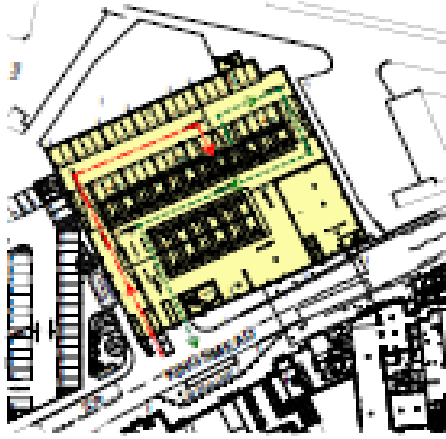
NINTH FLOOR PLAN
1:250



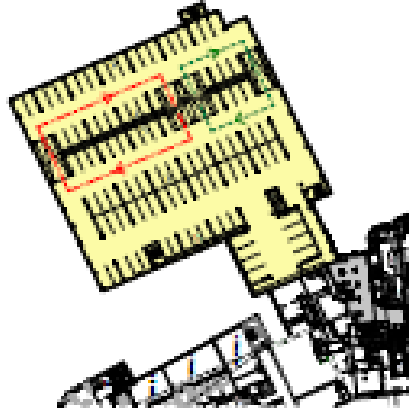
TENTH FLOOR PLAN
1:250



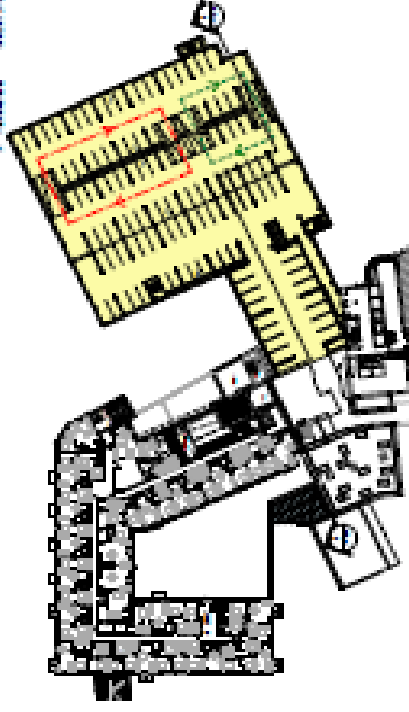
FARNBOROUGH TOWN CENTRE BLOCK 3



1 | FARNBOROUGH TOWN CENTRE BLOCK 3
GROUND FLOOR (EXISTING PLAN)



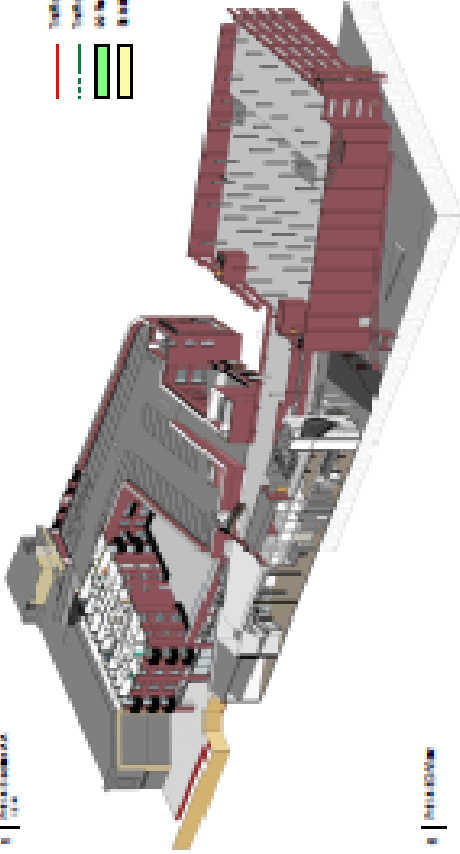
2 | FARNBOROUGH TOWN CENTRE BLOCK 3
FIRST FLOOR (EXISTING PLAN)



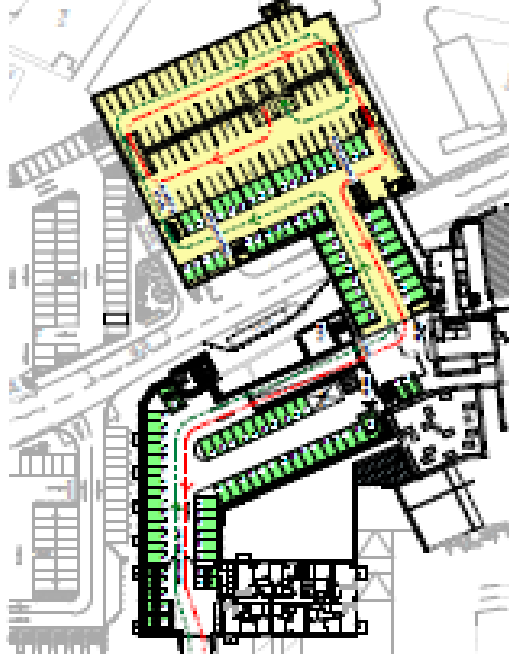
3 | FARNBOROUGH TOWN CENTRE BLOCK 3
SECOND FLOOR (EXISTING PLAN)



4 | FARNBOROUGH TOWN CENTRE BLOCK 3
ELEVATION (EXISTING PLAN)



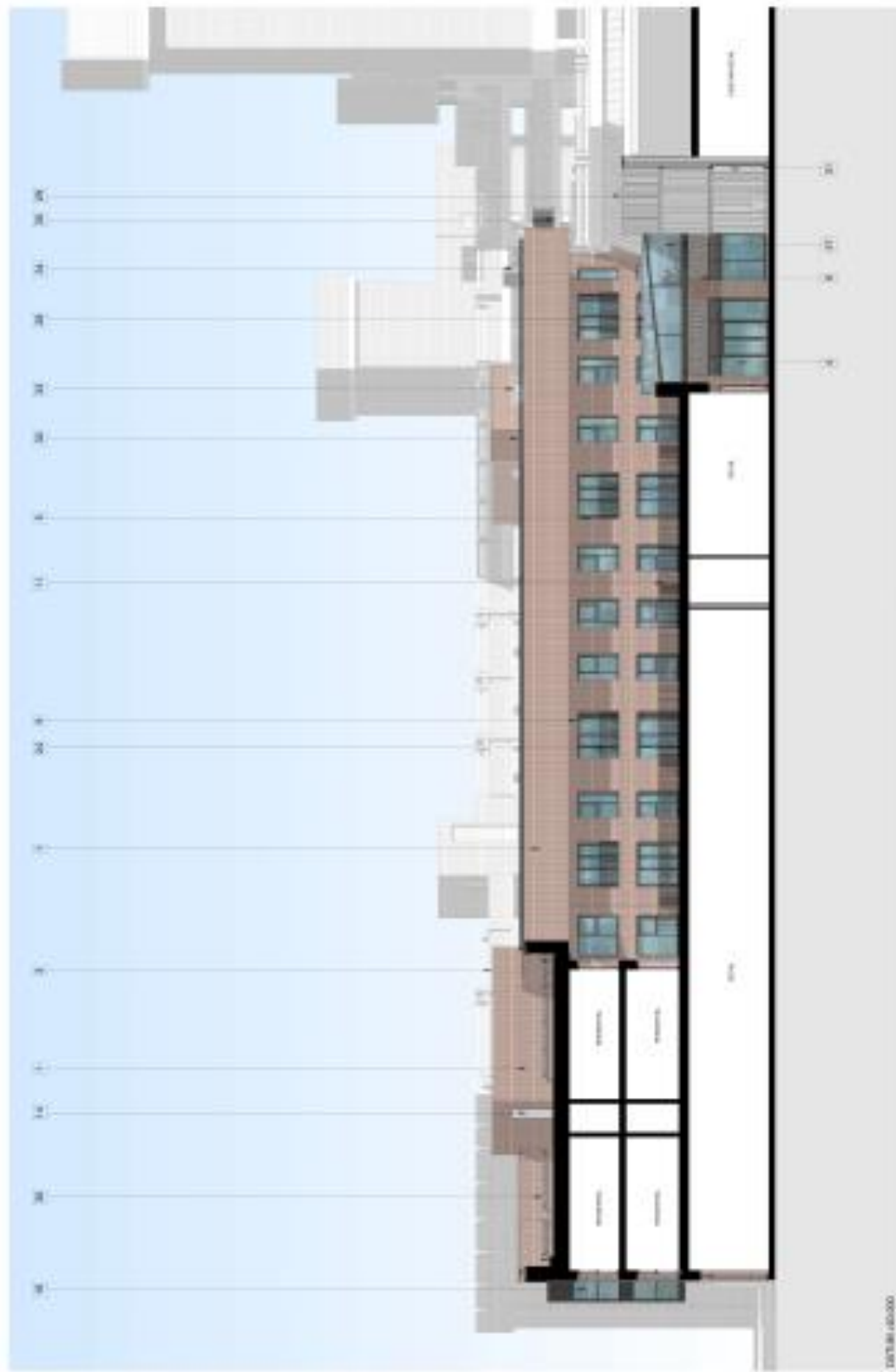
5 | FARNBOROUGH TOWN CENTRE BLOCK 3
3D PERSPECTIVE (EXISTING PLAN)



6 | FARNBOROUGH TOWN CENTRE BLOCK 3
GROUND FLOOR (PROPOSED PLAN)



1:1000



Materiality Key

- 1. Red brick
- 2. White brick
- 3. Dark grey brick
- 4. Light grey brick
- 5. Dark grey brick
- 6. Light grey brick
- 7. Dark grey brick
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- 100. Light grey brick

