

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	Maggie Perry
Application No.	19/00337/FULPP
Date Valid	14th May 2019
Expiry date of consultations	21st June 2019
Proposal	Demolition of existing structures and erection of 197 dwellings comprising 86 one bedroom flats; 77 two bedroom flats and 34 three bedroom houses with associated access, parking and landscape arrangements.
Address	Meudon House, Meudon Avenue, Farnborough, Hampshire, GU14 7NB
Ward	Empress
Applicant	Bellway Homes (Thames Valley) Ltd
Agent	Carmelle Textor
Recommendation	GRANT subject to S.106 planning obligation

Description

The Application Site & Context

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 contains 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. The site has been vacant since 2016 and was last occupied by IBM as part of a larger site including 117 Farnborough Road. It is currently enclosed with hoardings.

Vehicular access is from Meudon Avenue. When the site was in use together with 117 Farnborough Road, there was also access and egress on Farnborough Road, and 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 fronting the site. A deceleration lane exists 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. There are changes in level across the site with the highest points 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 children's 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 and the former offices of IBM at 117 Farnborough Road (Pinehurst House) 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 comprise two decks of car parking (partially below ground) with two storeys of office space above. 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.

The Proposals

Planning permission was granted on the 8th March 2019 for the demolition of the existing building and the redevelopment of the site to deliver a scheme of 205 open market dwellings in the form of one substantial 6 storey apartment building (93 one bedroom flats and 80 two bedroom flats) and 32 three bedroom townhouses, together with associated access, parking and landscape arrangements (planning ref: 18/00140/FULPP). This permission has not been implemented and since the grant of the permission the site has been acquired by Bellway Homes.

The current application, submitted by Bellway Homes, seeks permission for an amended scheme. Notwithstanding this, the layout and massing of the scheme remains largely unchanged. The amendments proposed consist of:

- A reduction in the overall number of units by 7 dwellings
- A reduction in the overall height of the apartment block by one storey
- Reconfiguration of the internal layouts of both the apartments and the houses
- Changes in the elevation treatments of both the apartments and the houses

The revised scheme would provide 197 market dwellings comprising of 86 x one bedroom apartments, 77 x two bedroom apartments and 34 x three bed houses. As with the extant scheme, a substantial apartment building is proposed on the north east part of the site (the Meudon Avenue frontage) and rows of terraced houses and some semi-detached, are proposed to the south and west.

The existing vehicular entrance from Meudon Avenue would be retained and improved as the sole means of vehicular access. Various new pedestrian (and cycle) links would be created around the site perimeter, introducing permeability through the former commercial site. An existing electricity substation would be relocated to the south east corner of the site adjacent to car parking spaces.

The apartment building would have a maximum height of 5 storeys with a flat roof. The building would be generally rectangular in footprint (some 71 metres by 60 metres). It would be separated from Meudon Avenue by a landscaped buffer with a new footpath. At fourth floor level and above this would form a "U" shaped planform, open ended to the south. The frontage of the building and upper floors would shield a large central landscaped courtyard with access from fourth floor level. All flats would have access to their own private amenity space predominantly in the form of balconies. Residents' parking would be provided within the ground floor.

Terraced houses are proposed along the southern boundary of the site adjacent to Sunderland Place and Jupiter Close. A row of terraced/semi-detached houses is proposed along the western boundary of the site, to the west of the apartment building, perpendicular to Meudon Avenue. A pair of semi-detached houses is proposed in the south west part of the site facing the terraced houses to the south. The houses would be 2 storeys in height with traditional pitched roofs, and accommodation within the roof space. All houses would have two parking spaces to the front, bin storage within the curtilage at the front and cycle storage facilities in the rear gardens. Rear garden depths would be in the region of 10.5 to 11 metres.

Three open areas of landscaped amenity space are proposed within the site. The first on the Meudon Avenue frontage including the provision of a footpath linking the site with the Council offices to the east and a 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 will make provision for footpath/cycle links into the development site at 117 Farnborough Road and Farnborough Central.

The application is supported by a planning statement, a design and access statement, a transport statement/assessment, a transport note, a travel plan, a financial viability assessment, a preliminary geo-environmental risk assessment, a ground investigation report, a flood risk assessment, an air quality assessment, an acoustics report, a daylight and sunlight report, an energy statement, a utilities statement, an arboricultural impact assessment, tree schedule, a habitats regulations assessment, a preliminary ecological appraisal, a bat preliminary roost assessment, and a construction environmental management plan.

Relevant Planning History

The planning history of the site largely relates to use as offices for IBM. The following application is relevant to the consideration of the current scheme:

Reference:	Description:	Decision and date:
18/00140/FULPP	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.	Granted subject to a s106 legal agreement on the 8 th March 2019

The above planning permission was not implemented. Following the grant of permission, the site was sold to the current Applicant.

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 subject to legal agreement to secure SPA mitigation.
RBC Community - Contracts Manager:	Raises no objection to the proposal.
RBC Parks Development Officer:	Raises no objection subject to a financial contribution being secured.
RBC Ecologist Officer:	Raises no objection subject to conditions.
Scottish & Southern Energy:	Gives advice on electricity infrastructure in the area.
Environment Agency:	Raises no objection to the proposal subject to conditions and informatives relating to unforeseen contamination.
Hampshire Fire & Rescue Service:	Advises 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.
RBC Environmental Health:	Raises no objection subject to conditions.
RBC Housing:	Raises no objection (following Independent viability Review)

RBC Planning Policy:	Raises no objection (following Independent viability Review)
HCC Surface Water Drainage Consultations:	Requested further information which is current being considered. An update will be provided at the Planning Committee Meeting.
TAG:	Raises no objection to the proposal.
RBC Arboricultural Officer:	Raises no objection to the proposal subject to compliance with the submitted tree protection measures.
Thames Water:	Raises no objection to the proposal.

Neighbours notified

In addition to posting a site notice and press advertisement, 168 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

Representations have been received from 5 York Road, 59 Highgate Lane, 3 and 16 Sunderland Place, 8 Jupiter Close and the Rushmoor Cycle Forum.

Objections have been received on the following grounds:

- Inadequate car parking spaces proposed to serve the development compared with the amount of cycle parking proposed;
- Traffic congestion and highway safety - The development will make the existing parking situation worse;
- Insufficient cycle links around and through the site - the development needs to integrate fully with the cycle network;
- Contrary to Government advice;
- Contrary to local planning policies;
- Effect on air quality;
- Unacceptable design or appearance;
- Visual harm;
- Overlooking - loss of privacy;
- Loss of trees;
- Impact on wildlife;
- Smells;
- Noise and disturbance;
- Increased crime;
- Insufficient information regarding screening to minimise impact on adjoining resident;
- Contractor parking close to the boundary with residents;
- Hours of construction;

- Contractor's screening could cause adjoining footpaths to be dark;
- The existing tree works to trees on the southern edge of the site has been carried out poorly and needs undertaking properly as the trees are impacting on neighbours;
- Query regarding communication regarding the date of demolition.

A detailed letter of objection has been received from The Rushmoor Cycle Forum. The objections can be summarised as follows:

- Contrary to Government and Local Planning Policies (provided list of relevant policy extracts);
- Recommend various on and off-site measures required to improve the cycle path connectivity of the site;
- Referred to current best practice contained within the London Cycle Network Design Manual

The letter was forwarded to the Applicant and a formal response to the issues raised together with amendments has been received. This response is discussed in detail in the commentary section of this report.

All material planning considerations raised above have been considered in the assessment of this planning application and where appropriate discussed in the commentary section of this report.

Policy and Determining Issues

Section 38(6) of the *Town and Country Planning Act 1990* (as amended) requires regard to be had to the provisions of the development plan in the determination of planning applications. The *Rushmoor Local Plan* was formerly adopted by the Council on 21st February 2019. In addition to the *Rushmoor Local Plan*, the development plan for Rushmoor includes the *Hampshire Minerals and Waste Plan* (adopted in October 2013) and saved Policy NRM6 of the *South East Plan* (adopted in May 2009). The *National Planning Policy Framework (NPPF)*, which was revised and came into force on 19th February 2019, is also a material consideration.

The site is within the built-up area of Farnborough, just outside of the defined town centre. Therefore the relevant Rushmoor Local Plan policies are 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)

The Council's adopted supplementary planning documents (SPD) on 'Planning Contributions - Transport' 2008, 'Car and Cycle Parking Standards', 2017, Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (AMS) as updated July 2019, The Farnborough Civic Quarter Masterplan SPD (June 2015), Farnborough Town Centre SPD (2015) and the advice contained within the National Planning Policy Framework/Practice Guidance are also material considerations in the determination of the application.

The main determining issues are the principle of development, the impact on the character and appearance of the area, the impact on adjoining neighbours, highways considerations, the living environment created, the provision of affordable housing, open space provision, nature conservation and the water environment.

Commentary

The principle of development

The principle of residential development on this site has been accepted through its allocation for residential use in the Rushmoor Local Plan (policy SP7). Further, there is an extant planning permission (approved 8th March 2019) for the demolition of the existing building and the redevelopment of the site to deliver a scheme of 205 market dwellings (planning ref: 18/00140/FULPP). There is no objection to the principle of development, subject to the proposal being found to be satisfactory in addressing the following matters in the context of the relevant policies of the development plan:

The impact on the character of the area

The extant permission for a development comprising a large residential building of 6 storeys in height and terraced town houses and was approved in the context of The Farnborough Town Centre and Civic Quarter SPDs which indicate that there will be a change in scale and form in relation to new development schemes in these areas. This is 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, it was considered with the previously approved scheme, that 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 would represent a significant change to this part of Meudon Avenue in terms 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 was raised to the proposal in terms of the impact of its scale and massing on the character of the area.

The submitted Design and Access Statement notes, the overall impression and character of the consented scheme is of a commercial rather than residential development. The current scheme has an almost identical layout to the extant permission. However, the apartment building would be one storey lower, reducing its impact on Meudon Avenue, and the elevational treatment of both the apartment building and the houses has been redesigned, together with the roof profile of the terraced houses, which now take a more traditional form.

The Design and Access Statement compares the elevations of the approved and the proposed schemes. In relation to the apartment building, it states *“Rather than expanses of brickwork, the re-planned elevation proposes a multi-layered façade which significantly reduces the vertical emphasis of the approved elevation, with larger window openings highlighted by panels of light brick alongside; the two brick choices of the approved development have been maintained and a third brick colour has been incorporated, in a blue/grey shade. This brick has been utilised to bring out the strong pattern of framing to the balconies, creating feature columns which both create privacy to these outdoor spaces, and visually break up the form of*

the building into more domestic-scale proportions.”

The approved three storey terraces featured flat mansard style roofs and formed identical rows of units with limited articulation and no variation. In this regard the submitted Design and Access Statement for the current scheme notes *“Whilst the approved design for the houses has a strongly repetitive character, this design approach significantly limits the variety of dwelling types which Bellway Homes seeks to offer its customers on new developments; as well as failing to create the variety and individuality in the townscapes which is necessary to promote the high standards of placemaking which Bellway insists on.”* As such, the proposed houses have been designed to provide more variety with *“...more individuality in the design of individual dwellings through the use of contrasting brickwork panels and introducing steps into the build line. The design also generally separates the long terraces of the proposed scheme into shorter terraces, reinforcing this more individualistic character.”*

It is considered that the treatment of the external appearance of the proposed scheme is superior in design and architectural quality to the extant scheme and would deliver a scheme with a more domestic character and appearance, appropriate to the new use of the site. As such, no objection is raised in relation to design and appearance and the impact on the character of the area. Notwithstanding this, a condition is proposed to seek details of external materials for approval prior to implementation of the relevant parts of the scheme.

Impact on neighbours

As previously discussed, the current scheme has an almost identical layout to the extant permission. However, the apartment building would be one storey lower and the bulk and massing of the roofs/third storeys of the terraced housing reduced.

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 would 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 below, an arboricultural maintenance programme is considered appropriate and can be secured by planning condition.

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 some 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.

Given the above considerations, no objection is raised on grounds of any impact on neighbouring occupiers or uses.

Highway Considerations:

The application is supported by a Transport Statement, Transport Note, Construction Environmental Management Plan and a Travel Plan. Hampshire County Council (the Highway Authority) have been consulted and have raised no objection to the development following clarification on specific matters and subject to the imposition of the relevant planning conditions and legal obligations discussed below.

Trip Generation & Travel Plan

The application is supported by a Transport Statement/Assessment which demonstrates that the proposed residential redevelopment of the site would 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 County Highway Authority (CHA) have reviewed the current application and have commented that the trip generation and junction operation for the site was analysed for the extant permission and found to be acceptable. Given that the current application represents a reduction of 8 residential units, it is expected that there would be a further reduction in trips. Furthermore, the Applicant has agreed to enter into a section 106 agreement to secure an updated Travel Plan and Monitoring Fees in accordance with the CHA's requirements.

Car and Cycle Parking

The Council's supplementary planning document Car and Cycle Parking standards 2017 seeks

one car parking space per 1 bedroom dwelling and two car parking spaces for 2/3 bedroom dwellings. The proposed scheme for 197 new dwellings would provide a total of 359 parking spaces, comprising 305 spaces for residents and 50 spaces for visitors, in accordance with the Council's standards. 10% of parking spaces for residents with the apartment building would be provided with active charging points, and infrastructure requirements for passive charging is proposed for the remaining spaces.

The County Highway Authority has reviewed the proposals and confirmed that the layout of the parking arrangements would accord with the adopted standards. Conditions are proposed to ensure that the visitors parking spaces area clearly identified and to ensure that the electric vehicle charging points and associated infrastructure are implemented.

The Council's adopted cycle standards require one cycle space for a 1 bedroom dwelling and two cycle spaces for 2/3 bedroom dwellings. 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 provision is recommended for larger developments of this scale.

The proposed scheme would provide 308 residents' cycle spaces, in accordance with the Council's Standards. 68 of the residents' spaces would be provided securely within the gardens of the proposed houses and 240 within secure cycle stores within the apartment block. A further 24 spaces would be provided as Sheffield stands for visitors. No objection is raised in relation to the level of cycle parking proposed. However, a condition is proposed to ensure that a reasonable proportion of the visitor's cycle parking spaces are provided with shelters.

Access

Vehicular access from Meudon Avenue remains in the same location at present including the retention of the deceleration/acceleration lane arrangement. The proposed scheme removes the historical secondary egress to the east that connected with Farnborough Road. 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. An indicative layout for the provision of a pedestrian/cycle crossing on Meudon Avenue has been provided showing how this facility could be achieved and the applicant has agreed to a transport contribution towards this provision to be secured by S106 legal agreement. The site layout makes provision for improved pedestrian and cycle links to the north, south, east and west of the site

The existing vehicular entrance and egress to the site from Meudon Avenue would remain largely unchanged other than the incorporation of the island providing physical separation of traffic entering and leaving the site. This was a requirement of the extant permission and reflects the existing situation at the entrance to the Council Offices from Meudon Avenue. The applicant has agreed to the improvements and the island has been shown on the indicative drawings submitted with the current application. This is a matter which may be secured by way of condition and it is noted that separate consent for the works within the highway must also first be obtained from the Highway Authority.

Refuse and Recycling

Refuse & Recycling from the proposed townhouses is shown to be collected from the front of each property. The refuse strategy for the apartments includes four waste storage areas located two to the north and two to the south sides of the building, one waste area per core. The Applicant's Planning Statement explains that the current proposal involves "A

reconfiguration of the apartment bin stores and waste collection points. The extant permission approved a layby as the single point of waste collection for the apartments requiring a site wide management company to wheel the bins from the storage areas to the collection points on relevant days. The reconfiguration proposes an additional layby for refuse vehicles on the eastern boundary allowing refuse collection vehicles to collect waste directly from each of the four waste storage areas. This amendment is considered to be a material improvement and is in accordance with the Council's refuse collection requirements." In order to facilitate the proposed collection strategy, the internal road layout includes a turning point to the north-east corner of the site for refuse vehicles to enter and exit in forward gear. A swept path analysis for the refuse vehicles operated by Rushmoor, which are larger than standard refuse vehicles, has been provided. Further, the Applicant has confirmed that the surface of the internal access road will be constructed to withstand the weight of such a vehicle. 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.

Pedestrian and Cycle Links

The Rushmoor Cycle Forum raised objection to the current proposals as they did to the previously approved scheme. The original objection was made on the basis that the scheme failed 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. Their submissions suggested that the proposal failed to make walking and cycling journeys as attractive as using the car. In this regard the County Highway Authority (CHA) gave detailed consideration to the pedestrian and cycle network. A proposed crossing on Meudon Avenue was designed to serve both pedestrians and cyclists. The CHA also 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 demonstrates the proposed access strategy and it was been confirmed with the applicant that "proposed sustainable mode routes" means the 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 confirmed 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 applicant has confirmed that the current scheme has been designed cognisant of the Rushmoor Cycle Forum's previous objections and the proposals reflect the obligations previously secured. The former use of the site as offices did not provide pedestrian/cycle linkages with the town centre from Farnborough Central and beyond. The site is fenced at its west, east and south boundaries limiting permeability for pedestrians and cyclists. The submitted Transport Assessment confirms that the access strategy for the proposed development has aimed to maximise the opportunities for sustainable travel (e.g. walking and cycling). 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 County Highway Authority believes this facility is required due to the change in use from office to residential occupation. As with the extant permission, 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.

The Transport Statement provides an assessment of the existing cycle infrastructure in the area and identifies a number of off road cycle routes in the vicinity of the site. In this regard continued segregated and off-road cycle routes are available alongside the A327 Elles Road, Pinehurst and Fowlers Avenue that are located close to the site. Cyclists can also use the underpasses below the Pinehurst and Sulzers roundabouts to travel towards the town centre and Farnborough Railway Station. The cycle route continues along a combination of off road and, quiet in road, sections from Pinehurst roundabout to the south along Farnborough Road. The statement concludes *"In general, there is a good provision of cycle route options within the local area, the links are in good condition with a mix of on-road quiet routes, shared pedestrian/cyclist routes and segregated routes which provide the opportunity for the uptake of cycling by future residents of the proposed development."*

The Transport Statement explains *"In line with Farnborough Civic Quarter SPD aspirations to improve the site permeability, the proposals include various additional connection points and improve accessibility to the site via sustainable modes. In specific, in addition to the existing pedestrian connection to RBC offices on the north-east corner of the site, several connections are proposed in the north west, west and south-east corners of the site."* The Transport Statement confirms that the access strategy proposes to:

- *Retain the vehicular access at Meudon Avenue;*
- *Retain pedestrian connection towards RBC offices and north to the town centre via Pinehurst Roundabout;*
- *Provide various pedestrian/cyclist connections to the west boundary connecting with Elles Close, and the Pinehurst Cottages link further towards Sulzers Roundabout underpass and access to shopping areas and schools to the west of the site;*
- *Provide a financial contribution towards the proposed pedestrian crossing envisaged on Meudon Avenue, to the north of the Proposed Development;*
- *Include a pedestrian connection towards the south towards the Farnborough Central development and Farnborough Business Park;*
- *Link to Pinehurst Passage that connects east towards Farnborough Road; and,*
- *Embeds an additional path towards a potential site south of RBC offices improving options for connectivity.*

The County Highway Authority have raised no objection to the current scheme subject to the relevant conditions and planning obligations being secured. The CHA previously noted 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 CHA considered at least one formal cycle connection to the site should be provided from first occupation and recommended 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.

The Applicant has provided a formal response to the Rushmoor Cycle Forum's objections to the current scheme and have also agreed to further some further improvements, commenting as follows:

"Points raised in relation to national and local policy are noted. We would like to confirm that the Transport Assessment produced for the extant consent and Transport Statement produced in support of the current proposals have been developed cognisant of these.

Further to this, we would like to confirm the following in relation to the remaining queries received within the letter mentioned above:

- 1. Overall, the proposed development brings along substantial improvements to the permeability and connectivity in the area as opens several new connections from the Site to its surroundings that do not exist in the current Site, as illustrated in Figure 4 of the Transport Statement submitted in support of the application;*
- 2. In addition, there is a commitment from the applicant to provide financial contributions to support key local infrastructure external to the site. These contributions are related to a controlled crossing on Meudon Avenue and the upgrading of a pedestrian link to Sulzers Roundabout;*
- 3. With regards in particular to cycle connections the accesses shown in Figure 4 of the Transport Statement will enable and improve cycling connectivity to the already established Farnborough Cycle Network. In particular, it will enable direct connections for cyclists to the 'off-road dedicated cycle lane' adjacent to the south boundary of the site (shown in green south of the Site within the RBC Farnborough Cycle Network map enclosed with this letter for ease of reference).*
- 4. Further to this, connections via the aforementioned cycle route leads to other local routes located immediately west (towards Sulzers roundabout) and the south east of the Site.*
- 5. Towards the north east, cyclists will be able to join the existing network approximately 80m east of the site at Pinehurst Roundabout where an off-road shared pedestrian/cycle route is available.*

It is noted the proposed development results in a reduced trip generation (including cyclists) compared to the extant consent, as established within the Transport Statement submitted in support of the planning application. Notwithstanding this, the applicant is willing to agree to the following additional and latest requests from the Cycle Forum:

- Sign a 20mph speed limit on all internal roads;*
- Provide raised tables on key crossings within the Site to prioritise cycle/pedestrian movements; and,*
- Provide a path suitable to cater for cyclists along the south east corner of the Site (path aligned as shown on Figure 4 of the Transport Statement submitted to support the application*

Based on the above it is considered the level of commitment to sustainable measures via design and financial contributions go beyond to what already committed for the extant consent.

These are considered in line with the scale of the proposals to enable this development.”

Given the above, it is considered that the current proposal demonstrates an improved connectivity for sustainable modes that will benefit not only future residents at Meudon House, but also the wider area. Subject to the imposition of the relevant conditions and obligations, no objection is raised to the proposal in terms of pedestrian/cycle connectivity.

The Living Environment Created

A Daylight and Sunlight Report, Acoustics Report and Air Quality Assessment have been submitted in support of the planning application. The conclusions of the reports are accepted and the proposal is considered to provide an acceptable standard of accommodation to meet the occupational needs of future residents in relation to layout, natural light and sunlight and ventilation. All residents would have access to amenity space in the form of either private balconies/patios/gardens and communal landscaped amenity space.

The proposed accommodation comprises a combination of one and two bedroom flats and three bedroom houses. All of the dwellings would meet the nationally prescribed space standards published by the Department for Communities and Local Government in March 2015. A lift would be provided to the upper floors of the apartment block. Further, that applicant has confirmed that all the apartments will be built to satisfy the requirement of Building Regulations M4(2) and as such the 15% requirement of Policy LN1 would be met in relation to the provision of accessible and adaptable housing.

There would be a degree of overlooking within the scheme itself 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.

Noise

The submitted Acoustics Report concludes that the noise levels on the site are primarily from road traffic noise on Meudon Avenue and some aircraft using Farnborough Airport. Environmental Health have also previously raised a concern about potential noise nuisance arising from stray dogs being temporarily housed at the Council offices overnight or at weekends. This potential source of noise is also considered in the report.

The report therefore concludes that units with habitable rooms with windows in the northern facade fronting Meudon Avenue, will require enhanced glazing and acoustic passive ventilation, will be required. For all other dwellings, with the exception of plot 34, standard thermal double glazing and passive ventilation are recommended. For plot 34, which is the closest residential property to the temporary dog kennels, mechanical ventilation is recommended to minimise the need for future residents to open their windows.

The report also provides an assessment of the external amenity areas. It has been determined that balconies fronting Meudon Avenue are unlikely to achieve the target criterion of 55 dB LAeq,T. However, with the inclusion of a 2 metre high acoustic barrier, it is anticipated that the external noise criterion will be achieved in the gardens of the houses situated in the north-west of the proposed development. The gardens of the houses situated in the south of the site should achieve the external noise criterion. In addition and in recognition of the potential impact of the temporary dog kennels to the south-east of the site, it is recommended that a 2 metre high acoustic barrier in place of the standard garden fence be provided for the eastern boundary of the garden on plot 34.

Given the above, the Council's Environmental Health Officer has raised no objection in relation to noise pollution, subject to a planning condition to secure the mitigation measures outlined above.

Contamination

A Preliminary Geo-Environmental Risk Assessment, Ground Investigation Report and Contamination Assessment and Remedial Methodology have been submitted with the planning application. The investigations indicate that there is a low to moderate risk to future site users and controlled waters. Remediation is proposed to address risks from asbestos and PAH in Made Ground, together with elevated ground gas. The Council's Environmental Health officer has considered the submitted documents and proposed remediation strategy and has confirmed no objection, subject to appropriate planning conditions relating to unforeseen contamination and to seek details of the relevant verification reports.

Air Quality

The application is supported by an Air Quality Assessment. It concludes that the site is appropriate for its intended use. Further, 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.

Affordable Housing Provision

No affordable housing is proposed to be provided and a Financial Viability Assessment has been submitted in support of the proposal. The planning policy background is that the lack of affordable housing contravenes 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.

These concerns are noted. However, policy LN2 is qualified by the phrase "subject to site viability". Therefore, as with the previously approved scheme, the Financial Viability Assessment has been independently assessed. The independent assessment concludes that the current scheme would not be viable if it had to provide affordable housing on site, or if required to make a financial contribution towards affordable housing in lieu of on site provision. However, as with the previous permission, the Applicant has agreed to a post-implementation viability review if the construction of the development were not completed within 3 years. The Council's Housing Strategy and Enabling Officer has reviewed the Financial Viability report and accepts the findings. Therefore, subject to the obligations outlined above, no objection is raised to the proposal in terms of the provision of affordable housing.

Open Space Provision:

The Rushmoor 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 refers to the Council's standard and in appropriate circumstances, requires a contribution to be made towards the enhancement and management or creation of open space, for part or all of the open space requirement.

The current scheme presents a circumstance where a contribution towards off-site provision by way of a planning obligation is appropriate. The Council's Parks Development Officer has

reviewed the proposals and considers financial contribution towards renewal of skatepark provision in the Farnborough Town Centre area, the upgrading of existing playground at Elles Close, Farnborough and improvements to changing facilities at the Queens Road Recreation Ground, Farnborough. The applicant has agreed to this obligation. Therefore no objection is raised to the proposals in relation to the provision of open space.

Nature Conservation

Impact on the SPA

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

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 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.

An allocation of SANG capacity has already been secured at the Bramshot SANG in relation to the extant permission and the requisite financial contribution paid. The applicant has also agreed to the Strategic Access Management and Monitoring (SAMM) contribution. Given this, Hart District Council have agreed to the principle and mechanism for the SANG allocation to be transferred over to the current (replacement) scheme, and in effect revoking the extant permission. These measures will be secured by appropriate provision in the section 106 legal agreement.

Natural England have been consulted in this application and advise 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.

Impact on wildlife and ecology

The application is supported by a Preliminary Ecological Appraisal and a Bat Preliminary Roost Assessment. The Council's Ecologist has been consulted on this application and has raised no objection subject to the imposition of a condition to secure green infrastructure and net

biodiversity gain as required by the NPPF. Section 6.4 of the Preliminary Ecological Appraisal sets out several recommendations for ecological enhancements to achieve net biodiversity gain, including swift/bat boxes, hedgehog gaps in fences and appropriate planting/habitats. A condition is therefore proposed to secure such measures.

The submitted Bat Preliminary Roost Assessment has previously been approved by the Council as a condition of the unimplemented scheme. The assessment found negligible roosting potential for bats and recommended no further surveys. A such no further condition is proposed in respect of the current scheme. 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.

Subject to the above measures being in place, no objection is raised to the proposal on nature conservation grounds.

Trees

A Tree Survey and Arboricultural Impact Assessment has been undertaken by Aspect Arboriculture and has been submitted with the application. The findings of the survey are in accordance with the survey which was undertaken to support the extant permission at the site. It concludes that only one category B tree (Scots Pine) is required to be removed to facilitate development. The remaining category B trees will be retained. A further 52 category C trees and seven category U trees will require removal (Cherry, Birch, Lawson Cypress, Corsican Pine, Oak, Scots Pine, Hornbeam, Evergreen Oak, Sycamore, Red Oak, Larch, Ash, Field Maple, Sweet Chestnut and Liquidamber) one of which should be removed on the grounds of sound arboricultural practice. Aspect advise that the loss of these low value trees can be satisfactorily mitigated through the implementation of an appropriate post-development landscaping and planting scheme. Those trees which are covered by a TPO will remain unaffected. The Council's Arboricultural Officer has reviewed the proposals and 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. These measures can be secured by way of condition. As such, no objection is raised to the proposal in landscape terms.

Flood risk and Drainage

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 includes a Surface Water Drainage Strategy. The surface water drainage strategy for the Proposed Development comprises the discharge of surface water runoff from the Proposed Development 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 have raised no objection subject to the imposition of a planning condition relating to any unforeseen contamination being discovered. Thames Water has raised no objection to the proposals in relation to the foul water and surface water network. HCC as the lead flood authority have assessed the planning application (and subsequent requested additional

information) and have sought further details from the applicant in relation to the existing drainage network and predicted areas of ground flooding, together with evidence that urban creep has been considered in the application. The Applicant has responded accordingly, and HCC are currently considering the submitted information. An update will be provided at the Planning Committee Meeting together with any associated planning conditions. A condition is proposed in relation to unforeseen contamination.

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, addresses the issue of affordable housing, public open space provision and addresses its impact on the SPA and the water environment. The proposal complies with the relevant Rushmoor Local 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.

Full Recommendation

It is therefore recommended that the Head of Planning in consultation with the Chairman be authorised to **GRANT** planning permission subject to the completion of an appropriate section 106 planning obligation by 29th November 2019 in respect of SAMM, open space contributions, affordable housing review mechanism and highway matters, including transport contributions and travel plan and monitoring fees and ensuring the transfer of existing SANG allocation from the previously approved scheme to the new proposal prior to implementation as set out in the commentary above, and the imposition of the following conditions and informatives:

That permission be **GRANTED**

However, in the event that a satisfactory s106 planning obligation is not completed by 29th November 2019 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 affordable housing, open space, nor mitigate its impact on the highway and the Thames Basin Heaths Special Protection Area, contrary to the relevant policies of the Council's Development Plan and associated supplementary planning guidance:

Time limit

- 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 2019 and to accord with the resolution of Rushmoor's Cabinet on 17 June 2014 in respect of Planning Report no PLN1420.

Approved Plans

- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings and details:

091814-BEL-TV-LOC01; 091814-BEL-TV-LOC02 A; 091814-BEL-TV-01;
091814-BEL-TV-02 A; 091814-BEL-TV-03 A; 091814-BEL-TV-04 A; 091814-PER01;
091814-PER02; 091814-PER03; 091814-BEL-TV-SEC01; 091814-BEL-TV-SEC02;
091814-BEL-TV-SEC03; 091814-BEL-TV-SS01; 091814-BEL-TV-SS02;
091814-T01-E1; 091814-T01-E2; 091814-T01-E3; 091814-T01-P1; 091814-T02-E1;
091814-T02-P1 ;091814-T03-E1; 091814-T03-E2; 091814-T03-E3; 091814-T03-P1;
091814-T04-E1; 091814-T04-E2; 091814-T04-E3; 091814-T04-P1; 091814-BS01;
091814-BEL-TV-E1; 091814-BEL-TV-E2; 091814-BEL-TV-E3; 091814-BEL-TV-E4;
091814-BEL-TV-E5; 091814-BEL-TV-E6; 091814-BEL-TV-E7; 091814-BEL-TV-E8;
091814-BEL-TV-E9; 091814-BEL-TV-P1; 091814-BEL-TV-P2; 091814-BEL-TV-P3;
091814-BEL-TV-P4; 091814-BEL-TV-P5; 091814-BEL-TV-P6; 091814-BEL-TV-ATLP;
091814-50A; 091814-50B; 091814-50C; 091814-50D; 091814-50E; 091814-61A;
091814-62A; 091814-62B; 091814-70A; 091814-70B; 091814-70C; 091814-70D;
091814-78A and 091814-78B.

Transport Statement Version 2 ref: 70054052 (WSP, June 2019); Transport Note (WSP, 18th June 2019); Travel Plan Revision 2 ref: 70020462-TP (WSP, June 2019); Utilities Statement Revision 3 ref: 70054052 (WSP, May 2019); Arboricultural Impact Assessment ref: 10140_AIA.001 (Aspect, June 2019); Tree Schedule ref: 10140 TS 01 (Aspect, March 2019); (Energy Statement ref: 70054052 Revision 1 (WSP, May 2019); Daylight and Sunlight Report Revision 2 ref: 70054052-DS1 (WSP, May 2019); Ground Investigation Report ref: 70024052_Meudon houseGIR_V2 (WSP, May 2019); Air Quality Assessment ref: 70054052-AC1 001 (WSP, May 2019); Acoustics Report ref: 70054052-AC1 001 (WSP, May 2019); Habitats Regulations Assessment ref: 70054052 Rev 2.0 (WSP, May 2019); Preliminary Geo-Environmental Risk Assessment ref: 70054052-PRAR04 (WSP, May 2019); Preliminary Ecological Appraisal ref: 70020462 Rev 3 (WSP, May 2019); Bat Preliminary Roost Assessment ref: CRM.1265.003.EC.R.001 (Enzygo, January 2019); Construction Environmental Management Plan Issue 3 (Stuart Michael Associates, May 2019); Contamination Assessment and Remedial Methodology ref: CRM.1265.009. GE.R.001.A (Enzygo, May 2019); Flood Risk Assessment ref: 54052-FRA-005 Rev 7 (WSP, August 2019) and WSP Flood Risk Assessment cover letter ref: 70054052/AG/DH/01 dated 16th August 2019.

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

Demolition strategy

- 3 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

Tree Protection

- 4 Notwithstanding any details submitted with the application, no development or other operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition works, and moving of soil), until an Arboricultural Method Statement, to include a schedule of tree works and tree protection measures, together with a scheme for auditing tree protection and subsequent reporting, is submitted to and approved in writing by the local planning authority. Prior to first occupation of the development, a completion report shall be submitted to and agreed in writing by the local planning authority, to demonstrate satisfactory compliance with the tree protection measures outlined in the Arboricultural Method Statement as approved.*

Reason - To safeguard retained trees on the site, to safeguard the character and appearance of the area and biodiversity.

Levels

- 5 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.*

Materials

- 6 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.*

Traffic Island

- 7 Prior to the first occupation of the development, a traffic 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. The island shall be provided in accordance with these details and thereafter maintained and retained.

Reason - In the interests of pedestrian and cyclist safety.*

Hard landscaping proposals including pedestrian and cycle connectivity

- 8 Prior to the installation of any paving, footpaths and roadways within the development hereby approved, and notwithstanding the details submitted with the application, details of the surfaces of all road, paths and hard landscaping, together with a scheme for pedestrian and cycle connectivity, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:
- (i) Pedestrian and cycle access to and routes within the site;
 - (ii) Location and details of raised tables on key crossings within the site to prioritise cycle/pedestrian movements;
 - (iii) Provision of a path suitable to cater for cyclists along the south east corner of the Site (path aligned as shown on Figure 4 of the Transport Statement hereby approved);
 - (iv) Scheme to implement 20mph speed limit on all internal roads;
 - (v) Detailed drawings/sections where appropriate; and
 - (vi) Schedule of materials/samples where appropriate.

The hard landscaping scheme shall be completed and retained in accordance with the details so approved prior to the first occupation of the development. At least one formal cycle connection to the site shall be operational prior to first occupation of the development.

Reason - To ensure satisfactory external appearance, drainage arrangements, site accessibility and to promote alternative modes of transport.*

Soft landscaping proposals and biodiversity enhancements

- 9 Notwithstanding the details submitted with the application, details of a landscaping scheme for the site, including measures for biodiversity enhancement including those outlined in section 6.4 of the Preliminary Ecological Appraisal ref: 70020462 Rev 3 (WSP, May 2019) hereby approved, shall be submitted to, and approved in writing by the Local Planning Authority. The scheme and enhancements so approved shall be 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 – In the interests of the appearance of the site and to secure a net gain for biodiversity in accordance with the National Planning Policy Framework.*

Boundary Treatment

- 10 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 design of garden fences shall have regard to the recommendations in section 6.4 of the Preliminary Ecological Appraisal ref: 70020462 Rev 3 (WSP, May 2019) hereby approved. The development shall be completed and retained in accordance with the details so approved prior to first occupation.

Reason - To safeguard the appearance of the site and the amenities of neighbouring properties.*

Parking

- 11 Notwithstanding the details submitted with the application, prior to first occupation of the development hereby approved, a detailed plan confirming the layout, allocation and marking out of the proposed parking spaces, including visitors' parking spaces, shall be submitted to and approved in writing by the local planning authority. 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 would serve are completed and ready for use. The parking spaces 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*

Cycle Parking

- 12 Notwithstanding the details submitted with the application, prior to first occupation of the development hereby approved, details of secure cycle parking facilities for the occupants of, and visitors to, the development shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall include sheltered cycle parking where the provision is proposed outdoors. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the part of the development to which they relate and shall thereafter be retained for use at all times.

Reason - To serve the functional of the site and promote alternative modes of transport.*

Street Lighting

- 13 Prior to first occupation of the part of the development to which it relates, 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 it relates and thereafter retained in operation.

Reason - In the interests of amenity and security.*

Noise Mitigation

- 14 Notwithstanding any details submitted in the application no dwelling shall 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. The measures shall be implemented as approved and retained for the life of the development.

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

Aerial/satellite/fibre facilities

- 15 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.*

Delivery of communal amenity spaces

- 16 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 and managed in accordance with these details and thereafter retained/maintained.

Reason – To meet the recreational needs of future residents and to safeguard the appearance of the site.*

Arboricultural Management

- 17 Prior to the first occupation of any part of the houses hereby approved an arboricultural management strategy for trees within the site 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.*

Remediation Verification Reports

- 18 No occupation shall take place until a verification report demonstrating completion of works set out in the approved Contamination Assessment and Remedial Methodology and the effectiveness of the remediation shall be submitted to and approved in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site is safe for the development permitted and in the interests of amenity and pollution prevention.*

Vehicular Access

- 19 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 vehicular use.

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

Refuse and Recycling Storage

- 20 The refuse and recycling bin storage facilities as shown on the approved plans shall be provided and made available for use prior to first occupation of the relevant part of the development to which they relate, and thereafter retained for their designated purpose for the life of the development.

Reason - To serve the functional needs of the site and safeguard the amenities of the area.*

Electric Vehicle Charging Facilities

- 21 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.*

Construction Environmental Management Plan

- 22 The development shall be carried out strictly in accordance with the Construction Environmental Management Plan Issue 3 (Stuart Michael Associates, May 2019) hereby approved.

Reason - In the interests of highway safety, the amenity of neighbouring occupiers and local environmental conditions.

Contamination Remediation

- 23 The development shall be carried out strictly in accordance with the Contamination Assessment and Remedial Methodology ref: CRM.1265.009. GE.R.001.A (Enzygo, May 2019) hereby approved.

Reason - In the interests of highway safety, the amenity of neighbouring occupiers and local environmental conditions.

Permitted Development

- 24 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.

Hours of Construction

- 25 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.

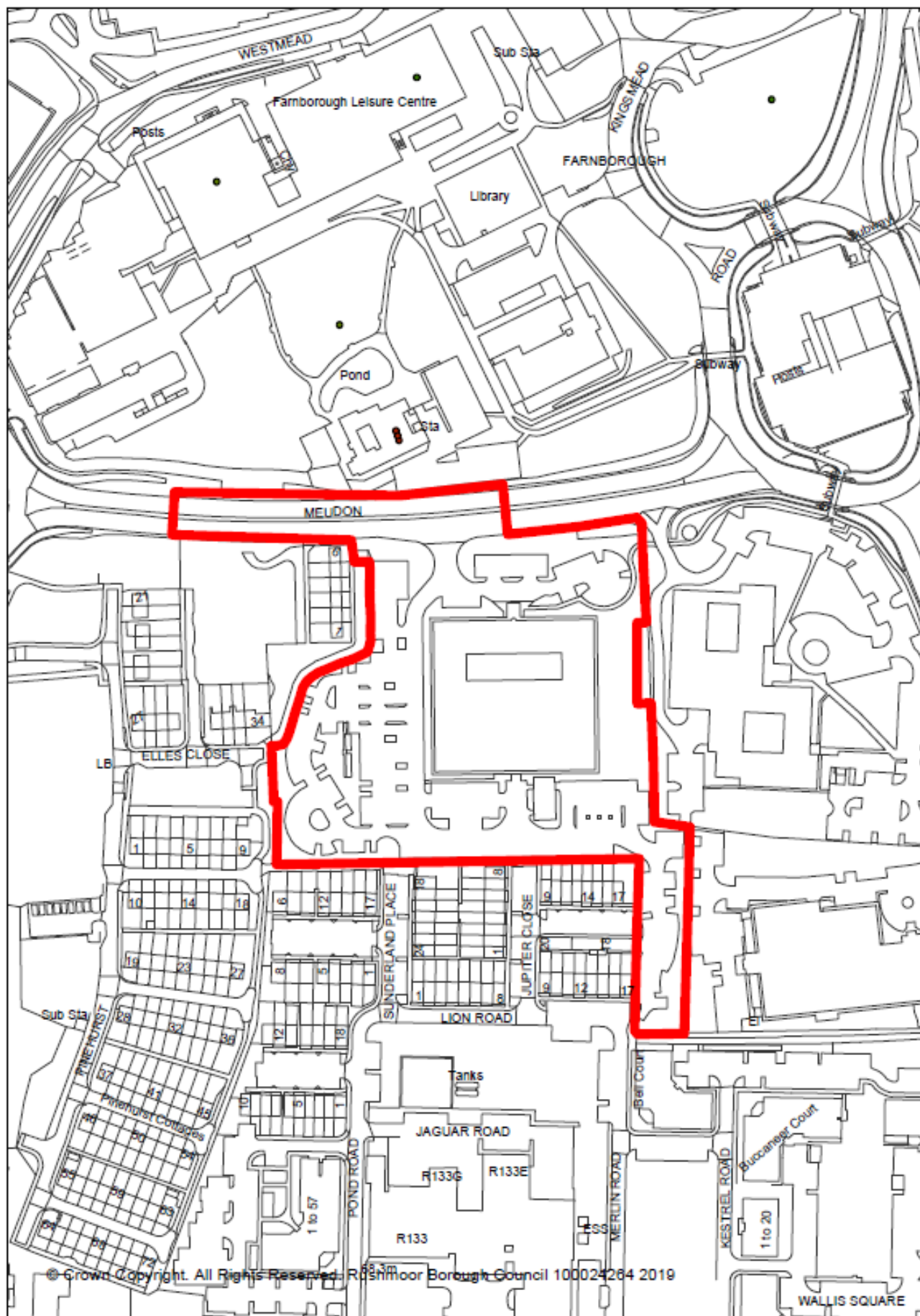
Informatives

- 1 **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. It complies with the Council's Rushmoor Local 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.
- 2 **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.
- 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 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.

- 6 INFORMATIVE - The applicant is advised to contact the Recycling and Waste Management section at Rushmoor Borough Council on 01252 398164 with regard to providing bins for refuse and recycling. The bins should be:
- 1) provided prior to the occupation of the properties;
 - 2) compatible with the Council's collection vehicles, colour scheme and specifications;
 - 3) appropriate for the number of occupants they serve;
 - 4) fit into the development's bin storage facilities.
- 7 INFORMATIVE - 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.
- 8 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.
- 9 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.
- 10 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.
- 11 INFORMATIVE - The applicant is advised that there may be a need to comply with the requirements of the Party Wall (etc.) Act 1996 before starting works on site. The Party Wall (etc.) Act is not enforced or administered by the Council but further information can be found on the Planning Portal website <https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance> and you are able to download The party Wall Act 1996 explanatory booklet.
- 12 INFORMATIVE - It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas a dwelling should have separate connections: a) to the public foul sewer to carry waste from toilets, sinks and washing machines, etc, and b) to public surface water sewer for rainwater from roofs and surface drains. Mis-connections can have serious effects: i) If a foul sewage outlet is connected to a public surface water sewer this may result in pollution of a watercourse. ii) If a surface water outlet is connected to a public foul sewer, when a separate surface water system or soakaway exists, this may cause overloading of the public foul sewer at times of heavy rain. This can lead to sewer flooding of properties within the locality. In both instances it is an offence to make the wrong connection. Thames Water can help identify the location of the nearest appropriate public sewer and can be contacted on 0800 316 9800.
- 13 INFORMATIVE - In the UK all species of bats are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and under Schedule 2 of the conservation (Natural Habitats & c) Regulations 2004. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works would constitute an offence. If bats or signs of bats are encountered at any point during

development then all works must stop immediately and you should contact Natural England.

- 14 INFORMATIVE - 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.











southern elevation



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Southern Elevation

28/04/2019 revised
1:100 @ A1 scaling
Jah/summa

091814-BEL-TV-E3

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northern elevation



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1:100 @ A1 scaling
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eastern elevation



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Eastern Elevation

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western elevation



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Western Elevation

02.05.2019 revised
1:100 @ A1 scaling
JAH/revision

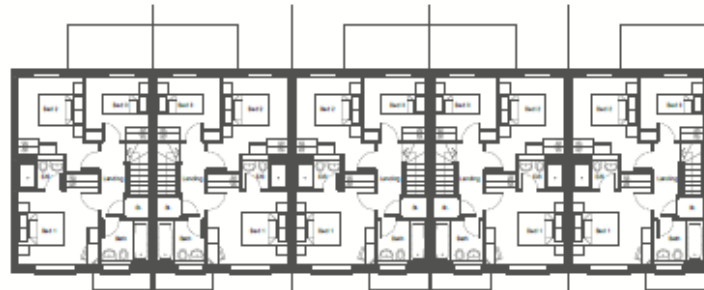
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**House Type
The Mason**

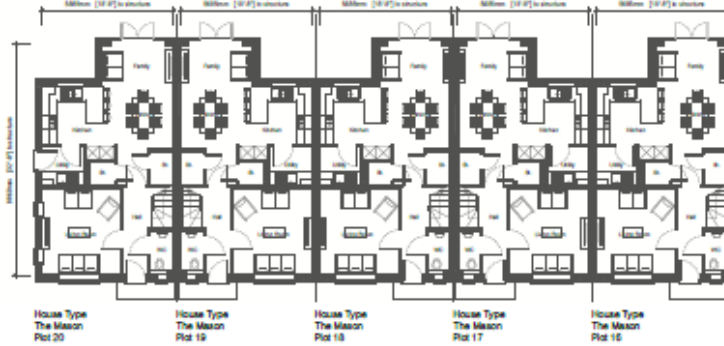
Room	Area (sqm)	Area (sqft)
Living Room	21.0	227
Kitchen	10.0	108
Dining Room	10.0	108
Bedroom	10.0	108
Bathroom	5.0	54
En-suite	4.0	43
W.C.	1.0	11
Hallway	2.0	22
Landscaped Area	10.0	108
Garage	10.0	108
Front Garden	10.0	108
Rear Garden	10.0	108
Plot Area	100.0	1080

- NOTES COMPLIANT AS A PROPOSED DEVELOPMENT**
- Technical Requirements**
- 1. Ground floor level (GFL) to be 100mm above finished ground level.
 - 2. All external walls to be constructed of brickwork.
 - 3. All external walls to be finished with a render finish.
 - 4. All external walls to be finished with a render finish.
 - 5. All external walls to be finished with a render finish.
 - 6. All external walls to be finished with a render finish.
 - 7. All external walls to be finished with a render finish.
 - 8. All external walls to be finished with a render finish.
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 - 11. All external walls to be finished with a render finish.
 - 12. All external walls to be finished with a render finish.
 - 13. All external walls to be finished with a render finish.
 - 14. All external walls to be finished with a render finish.
 - 15. All external walls to be finished with a render finish.
 - 16. All external walls to be finished with a render finish.
 - 17. All external walls to be finished with a render finish.
 - 18. All external walls to be finished with a render finish.
 - 19. All external walls to be finished with a render finish.
 - 20. All external walls to be finished with a render finish.

First Floor



Ground Floor



terrace 03 - floor plans



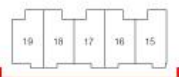
House Type
The Mason
Plot 20
Front Elevation

House Type
The Mason
Plot 19

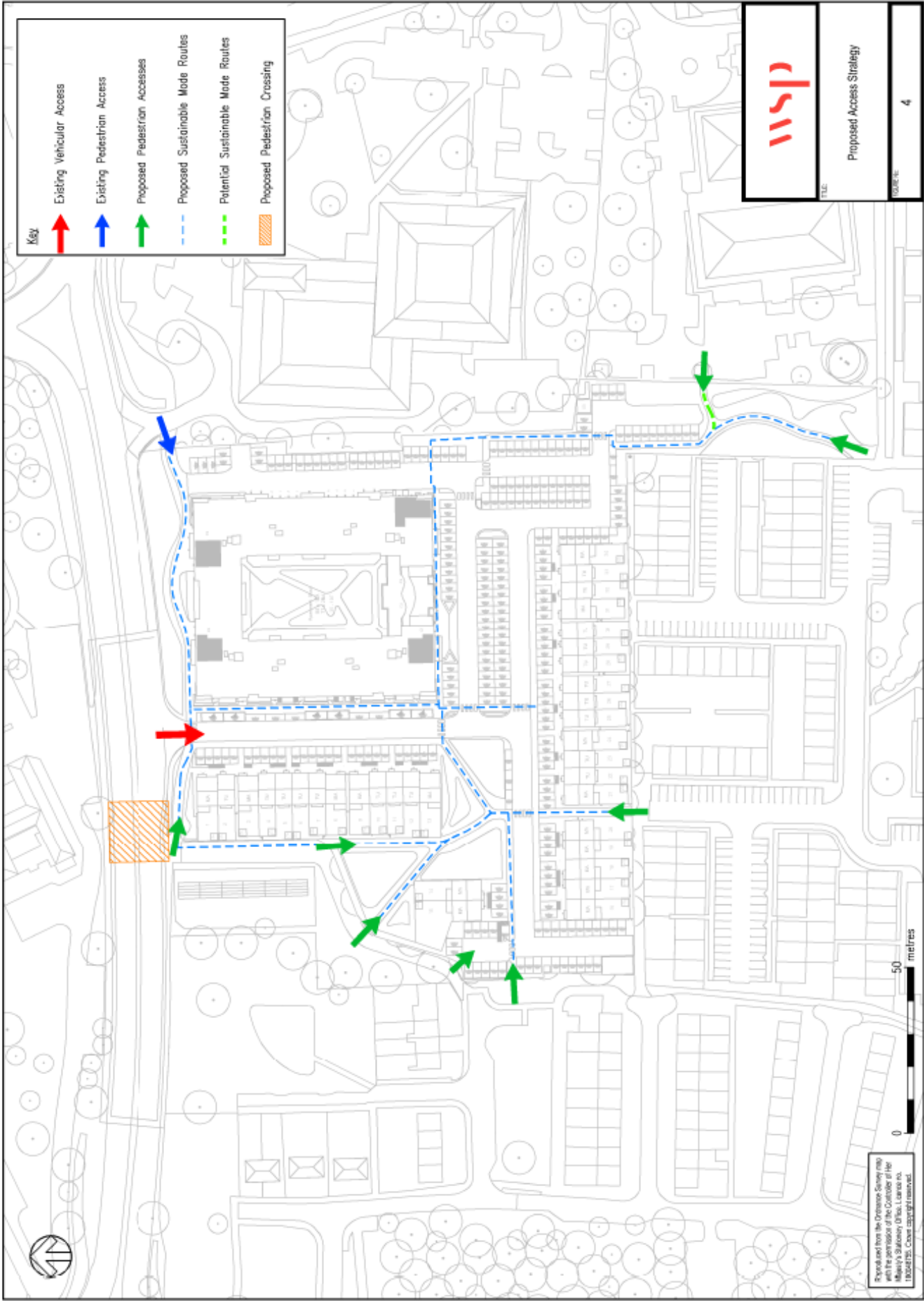
House Type
The Mason
Plot 18

House Type
The Mason
Plot 17

House Type
The Mason
Plot 16



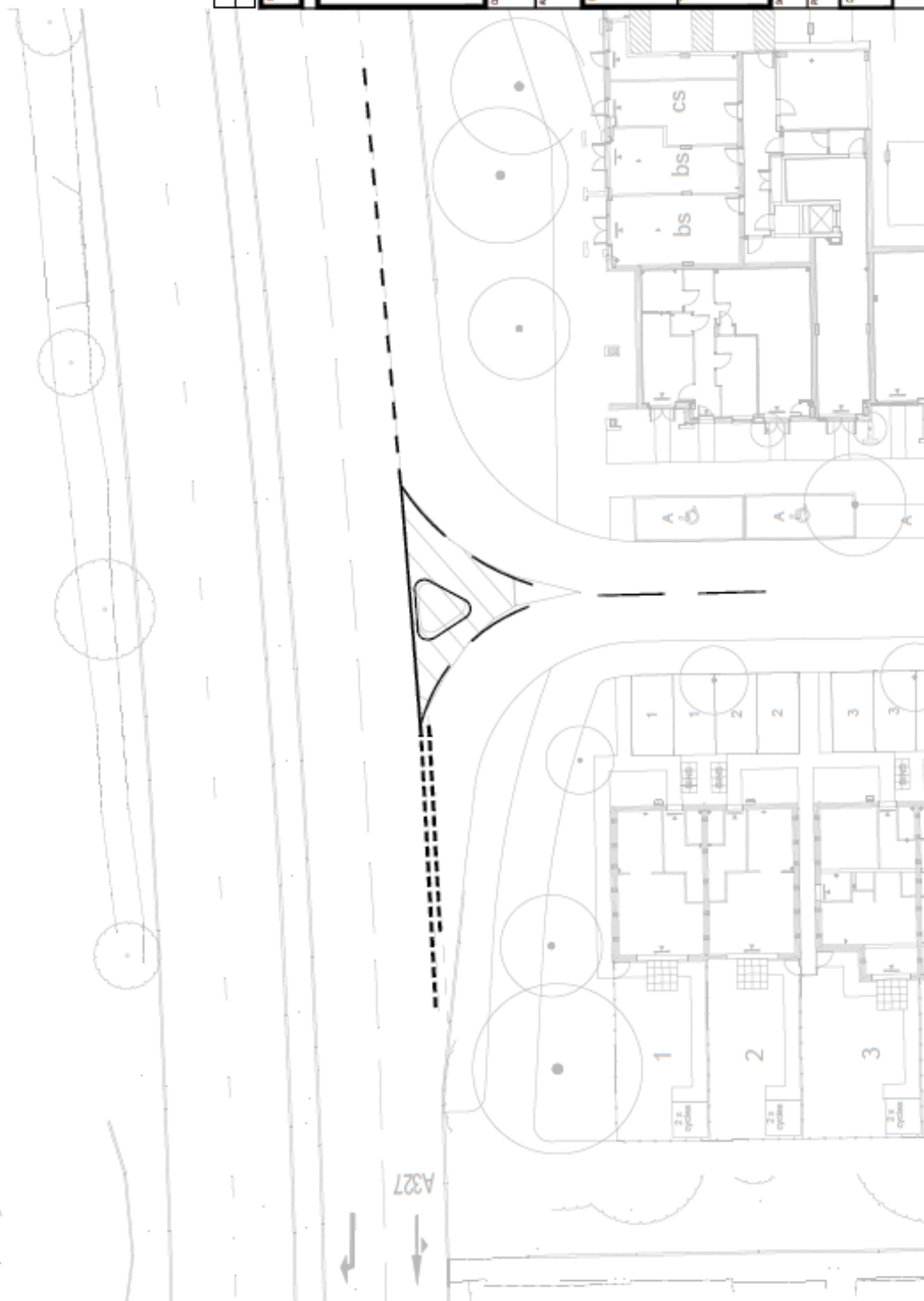
terrace 03 - elevations





time

1. THIS DRAWING IS PRODUCED WITHIN THE SCOPE OF OUR CLIENT BRIEF IN CONSULTATION WITH THE PRINCIPAL DESIGNER UNDER THE COM REGULATIONS, BASED ON THE INFORMATION AVAILABLE TO THE DESIGNER AT THE DATE BELOW. NO FEDERAL AIDS HAVE BEEN LOANED FOR A COMFORT CONTRACTOR. SHOULD THIS CONCEPT DESIGN ADVANCE TO THE PRELIMINARY DESIGN STAGE THE REQUIREMENTS WILL BE RESPONSIBLE FOR ENSURING THAT ADEQUATE INFORMATION IS ACQUIRED TO UNDERTAKE A MORE THOROUGH WORK ENGAGEMENT IN ACCORDANCE WITH THE REGULATIONS.



Y	01/01/2020/01/01	LES	PLAT 100%	01/01/2020	01/01/2020
01	2.0	60	100.00%	01	01/01/2020

S0 - WORK IN PROGRESS



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BELLWAY HOMES



MEUDON HOUSE

POTENTIAL ARRANGEMENT OF PHYSICAL ISLAND AT MEUDON HOUSE ACCESS

PROJECT NO.	7054-022	SECURED	LEN	SECURED	LEN	DATE	APPROVED	AN
SCALE 0.02		1:250		A3				
DRAWING NO.								
REV.								

70054052-SK-001

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