

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	David Stevens
Application No.	20/00229/FULPP
Date Valid	21st March 2020
Expiry date of consultations	22nd April 2020
Proposal	Proposed change of use from general industrial (Use Class B2) to residential (Use Class C3), including the demolition of the existing buildings and the erection of seven two-storey houses (comprising 5 x 3-bedroom 4-person occupancy and 2 x 4-bedroom 5-person units), landscaping and associated works
Address	Woodcot Court 2A Woodcot Gardens Farnborough
Ward	St John's
Applicant	Fawns Recreational Services Ltd
Agent	Union4 Planning
Recommendation	GRANT subject to s106 Planning Obligation

Description & Relevant History

The application site measures 0.25 hectares and is an irregular shape. It is an existing commercial yard located in a backland position at the end of Woodcot Gardens. This is a residential cul-de-sac on the south side of Fleet Road opposite the Plough & Horses public house. The site also comprises the rear half of the adjacent residential curtilage of No.2 Woodcot Gardens. The site has an existing vehicular access from the end of the cul-de-sac between Nos.2 and 3 Woodcot Gardens.

The site is bounded to the south by the Waterloo-Southampton railway line, which is raised up on an embankment. To the north-east the site abuts the rear garden boundaries of Nos.57, 59, 61 and 63 Fleet Road at an angle. To the west the site adjoins further residential properties at the end of Chiltern Avenue. Nos.2, 3 and 4 Woodcot Gardens back onto the site to the north.

The site had a long history of commercial use, for many years as a builders' yard. Planning permission was granted in September 1996 for erection of an extension to the existing offices (postally Woodcot Court No.2a Woodcot Gardens), workshop and stores and the

temporary use of land for the siting of a portable building, 96/00376/FUL. Planning permission was then granted to the current applicants in January 2000 for use of property as yard with workshop, storage and ancillary offices, 99/00838/FUL. The current occupiers and applicants are a business supplying, installing and repairing playground equipment, safer surfaces and associated landscaping. They also undertake fencing and building maintenance work. The current use of the yard is subject to conditions imposed by the 2000 planning permission relating to hours of work on site (7am to 7pm Monday to Friday, 7am to 1pm Saturdays and not at all on Sundays and Bank Holidays), no retail sales, no tannoy system, the position of external storage, and retention of on-site parking spaces and tree protection fencing.

The main buildings at the site are located at the north end of the site adjoining the access driveway and, as such, adjoin the rear garden boundaries of No.2 Woodcot Gardens and Nos.59, 61 and 63 Fleet Road. There are also smaller workshop and storage buildings located more centrally within the site, and surrounded by external storage of stacks and racks of timber and construction materials. The margins of the site to the east, south and west are partially screened with semi-mature and mature trees. The line of trees adjoining the boundaries with Nos.57 & 59 Fleet Road are subject to a Tree Preservation Order (TPO), No.146. The trees adjoining the south boundary of the site are located outside the site on the railway embankment.

The proposal is for the amalgamation of the commercial site with the rear half of No.2 Woodcot Gardens and the demolition of all existing buildings on the land. This is to make way for the residential re-development of the site with seven two-storey houses (comprising 5 X 3-bedroom 4-person occupancy and 2 X 4-bedroom 5-person units), landscaping and associated works. The existing private driveway access from Woodcot Gardens would be retained intact as the sole vehicular access for the proposed new development. This would lead into a communal turning courtyard located centrally within the site.

With the exception of Plots 6 & 7, which would be a pair of semi-detached houses, the remainder of the proposed houses would be detached. Plots 1-4 inclusive would be located down the east side of the site and, as such, be plots backing onto the site boundary shared with Nos.57, 59, 61 and 63 Fleet Road. The Plot 1 house would be sited sideways-on to the reduced curtilage of No.2 Woodcot Gardens. The Plot 1 & 2 houses would closely adjoin the access driveway opposite the east rear garden boundary of No.3 Woodcot Gardens. Plots 5 – 7 inclusive would be sited on the opposite side of the communal courtyard and, as such, back onto the west boundary of the site shared with properties in Chiltern Avenue. Plot No.7 would be sited sideways-on to the rear boundary of No.4 Woodcot Gardens. Plots 4 and 5 would be the largest, be the proposed 4-bedroom houses, and occupy positions in the corners of the site adjoining the railway boundary.

Parking would be provided largely on-plot adjoining the houses all in the form of open parking spaces. The proposed 3-bedroom houses would be provided with two spaces each and the 4-bedroom houses (Plots 4 & 5) three spaces each, with the third space for each provided nearby off-plot. Two visitor parking spaces would also be provided adjoining the communal courtyard.

Externally, the proposed new houses would have a conventional appearance with transverse-ridged roofs reaching a maximum height of approximately 8 metres. It is indicated that the external materials would be a mixture of facing brickwork, painted render and timber cladding. Dark grey concrete roofing tiles and uPVC window frames would also be used.

The proposals are indicated to provide native boundary hedge planting along the side and rear boundaries of the site, together with a native grass and wildflower planting area adjacent to the communal courtyard. In order to seek to mitigate the impact of noise emanating from the railway, it is proposed that a 3-metre acoustic fence be erected along the entire railway boundary of the site and returning a distance up both side boundaries of the site.

The application is accompanied by a Design & Access Statement, Planning Statement, Transport Statement, Preliminary Ecological and Survey Reports, a Bat Survey Report, Phase 1 Site Investigation Report, Arboricultural Impact Assessment, Sunlight & Daylight Report, Noise Impact Assessment, and a Drainage Strategy Report.

The applicants are seeking to complete a s106 Planning Obligation to secure the necessary SPA mitigation and avoidance financial contribution to address SPA impact.

Consultee Responses

HCC Highways Development Planning	No highway objections subject to RBC being satisfied that the on-site parking provision accords with the Council's adopted Parking Standards SPD.
Environmental Health	No objections subject to conditions and informatives.
Contract Management	No objections : The rubbish and recycling containers required for this proposed development are 7 x 140L Refuse and 7 x 240L recycling and 7 x 44L Glass Recycling Box. The developer is required to purchase these containers prior to the property becoming occupied. The occupants will be responsible for presenting the containers on the highway for collection and returning them to the storage point as soon as possible afterwards.
Hampshire Fire & Rescue Service	No comments received within the consultation period, thereby presumed to have no objections.
Natural England	No objections subject to the appropriate SPA financial contribution being secured with a s106 Planning Obligation.
Hampshire & I.O.W. Wildlife Trust	No comments received within the consultation period, thereby presumed to have no objections.
Ecologist Officer	No objections subject to SPA impact being satisfactorily addressed and condition concerning biodiversity enhancement.
Arboricultural Officer	No objections subject to the development being carried out in accordance with the submitted tree protection measures in order to minimise development harm. This proposal has no direct implications for amenity trees worthy of retention.
Neighbourhood Policing Team	No comments received within the consultation period, thereby presumed to have no objections.
Network Rail	Due to the close proximity of the proposed development to Network Rail land, Network Rail strongly recommends the developer

contacts Network Rail's Asset Protection team via AssetProtectionWessex@networkrail.co.uk prior to any works commencing on site, with a view to enter into an Asset Protection Agreement to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>.

As well as contacting Network Rail's Asset Protection team, the developer must follow the attached Network Rail guidance.

Thames Water

No comments received during the consultation period, thereby presumed to have no objections.

Neighbours notified

In addition to posting a site notice and press advertisement, 23 individual letters of notification were sent to properties in Woodcot Gardens, Fleet Road and Chiltern Avenue, including all properties adjoining the application site.

Neighbour comments

At the time of writing this report, a total of 7 objections have been received from the occupiers of Nos.4 and 5 Woodcot Gardens and Nos.57, 59, 61, 63 and 65 Fleet Road. The following summary objections have been raised:-

- (a) Woodcot Gardens is a quiet residential cul-de-sac and largely occupied by retired people. It was not designed to cope with existing traffic levels, let alone the additional traffic that would arise with the proposed development;
- (b) The conclusions of the submitted Transport Report are disputed on the basis that it is believed that the proposed development would generate far more traffic in Woodcot Gardens. No account is taken of likely visitors and deliveries; and the long-existing commercial users of the site (the applicants) do not require many daily vehicular movements daily : there are approximately 5 cars in the yard during office hours and usually 5 visiting lorries most days - the remaining staff park off site;
- (c) Traffic and disruption associated with the proposed development would take place 24/7; whereas the applicants operate from the site during normal daytime office hours and very rarely on Saturdays only;
- (d) The access driveway for the site from Woodcot Gardens is of one-way width and is not suitable for two-way traffic. No provision is made for the safety of pedestrians using the access drive for the first 11 metres. The proposed development is not acceptable or suitable with the current proposed access arrangements;
- (e) Poor existing visibility splays at the junction of Woodcot Gardens with Fleet Road : queuing traffic and congestion in Woodcot Gardens is likely, thereby blocking existing residents' driveways adversely affecting residents' access;
- (f) Increased speed of traffic in Woodcot Gardens is likely;
- (g) The curve of Woodcot Gardens means that the vehicular access of No.65 Fleet Road into the cul-de-sac has poor/no visibility of, and potential conflict with, oncoming traffic. This is an accident waiting to happen if the proposed development were to be allowed to proceed;
- (h) The proposed development would provide inadequate parking on site – especially if the houses are occupied by families with grown-up children;

- (i) The proposed bin collection point is inadequate for the fourteen bins required for the proposed development and threatens the fence of No.3 Woodcot Gardens.
- (j) Fleet Road properties have rear gardens backing onto a boundary of the proposed development site. The proposed first-floor (therefore two-storey) rear windows/elevations of the proposed houses would overlook the rear gardens and the adjoining Fleet Road properties. No.61 Fleet Road in particular has recently been extended to the rear and the proposed Plot 1 & 2 houses would be too close to the site boundary and necessitate the expense of having blinds installed. Why should the occupiers of neighbouring properties be penalised by the proposed development?
- (k) Private property issues concerning possible damage to a new fence erected on the rear boundary of No.61 Fleet Road [Officer Note: this is solely a private property matter and is not a matter that can be taken into account in the consideration of this planning application];
- (l) Adverse impacts likely on trees and wildlife bordering the application site. The occupiers of No.59 Fleet Road advise that they have a pond in their rear garden containing frogs and newts and that many species of birds frequent their garden;
- (m) Although there are existing trees and landscape planting is proposed with the proposed development it is not known whether this would be sufficient to prevent loss of privacy due to overlooking – and any screening could be removed or lost in the future. As a counterpoint, any screening could be too tall and thereby block light into the gardens of adjoining Fleet Road properties, which are south-facing; and
- (n) Increased disturbance, noise and pollution detrimental to health and the environment. Little noise or other adverse effects arise as a result of the applicants' current use of the site.

Policy and determining issues

The site is located within the built-up area of Farnborough. The site is not located within or near a Conservation Area and it does not contain a Listed Building or is near one. The adjoining railway embankment is a 'green corridor'

Policies DE1 (Design in the Built Environment), DE2 (Residential Internal Space Standards) and DE3 (Residential Amenity Space Standards), DE6 (Open Space, Sport & Recreation), IN2 (Transport), NE1 (Thames Basin Heaths Special Protection Area), NE2 (Green Infrastructure – including Green Corridors), NE3 (Trees), NE4 (Biodiversity) and NE6-NE8 (Flood Risk and Drainage) of the adopted New Rushmoor Local Plan (2014-2032) are relevant to the consideration of the current application.

Also relevant is the Council's adopted Supplementary Planning Document (SPD) "Parking Standards" adopted in 2017. Since the SPD was subject to extensive public consultation and consequent amendment before being adopted by the Council, some significant weight can be attached to the requirements of this document. The advice contained in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) is also relevant.

In this context, the key determining issues are considered to be:

1. The Principle of the Proposals;
2. Visual Impact, including Impact on Trees;
3. Impact on Neighbours;
4. The Living Environment Provided;
5. Highways Considerations;

6. Impact on Wildlife;
7. Drainage Issues; and
8. Public Open Space.

Commentary

1. Principle -

The proposals seek to re-develop an existing property in long-standing general industrial commercial use within the built-up area of Farnborough. The proposed re-development is being proposed by the current commercial operators of the site. The proposed development is seeking to make more efficient use of previously developed land, which, within reason, continues to be a clear objective of both Government planning guidance and current adopted local planning policy.

The current scheme proposes the provision of seven dwellinghouses. New Rushmoor Local Plan Policy LN2 requires 30% affordable housing on schemes of 11 or more dwelling units, subject to viability. However, since the scheme proposes fewer dwelling units than this threshold, the requirements of this policy do not apply in this case.

Given the existing and previous commercial use(s) of the application land, the Council's Environmental Health Team request that intrusive site investigations are undertaken in accordance with the recommendations of the submitted Phase 1 Site Investigation Report. This can be required by imposition of the usual standard planning conditions.

In the circumstances, it is considered that the proposals are acceptable in principle (subject to all usual development control issues being satisfactorily resolved in detail), since the proposals are clearly in line with Government objectives and the Council's own adopted planning policies.

2. Visual Impact -

The vicinity has a mixed character, with a variety of conventional dwelling types, styles, ages, building-to-building separations and external materials. The site is not located within or near to a Conservation Area. The application site is located in a backland position where it is not readily visible from publicly accessible vantage points and, as such, contributes little to the existing visual character and appearance of the area. Nevertheless, the design and external appearance of the proposed houses is considered to be entirely conventional and acceptable. The proposals incorporate proposals for native hedge planting of the site boundaries and a native grassland and wildflower area adjoining the communal courtyard.

Although there are trees growing on the railway embankment adjoining the application site, these trees are not subject to a TPO and are not within the ownership and control of the owners of the application site. Periodic maintenance of the railway embankment could, conceivably, involve the felling or thinning out of these trees. However, consent would not be required from the Council for Network Rail to undertake such works. Although there is the potential for the proposed development to be rendered more visible to people on trains passing the site if embankment tree works are undertaken, it is not considered that the proposed residential development would appear out of place and, indeed, it could be argued that the proposed conventional residential development with landscape planting and an acoustic fence would appear visually more attractive and sympathetic to local character than the existence of the current commercial yard with external storage.

The side and rear margins of the application site are partially screened by trees, including a stand of mature trees to the east side the subject of a TPO. With this in mind, the proposed development has been designed to provide adequate separation from the trees and no trees are proposed to be removed as a result of the proposals. An Arboricultural Impact Assessment has been submitted with the application assessing both the condition/quality of the trees, but also setting out recommended tree protection measures to be observed for the duration of the construction phase of the proposed development.

The Council's Arboricultural Officer is satisfied that the existing trees would be adequately protected from harm during the construction period. Furthermore, whilst it can be a matter of concern that 'future resident pressure' may arise where existing trees are located adjoining or within proposed new house plots, whereby undue pressure would be brought to bear on the Council to allow inappropriate works to trees in the future, the Council's Arboricultural Officer raises no objections to the proposals. Indeed, as is demonstrated with the submitted Sunlight & Daylight Assessment, it is considered that the size of the house plots has been appropriately adjusted in the site layout design to ensure that no proposed house plot would be unduly and inappropriately impacted by the shaded and dominated by trees. Subject to the imposition of conditions requiring the proposed tree protection measures be implemented in full and retained for the duration of the construction period of the proposed development, it is considered that the proposals are acceptable having regard to Policy NE3.

Overall it is not considered that the proposed development would materially and harmfully affect the visual character and appearance of the area. It is therefore considered that the proposals are acceptable in visual terms.

3. Impact on neighbours -

The existing commercial use of the application site has the clear potential to have a significant impact on adjoining and nearby neighbours, especially those in Woodcot Gardens close to the access driveway and on-site workshops and backing onto the storage yard. Although the current occupiers (and applicants) appear to have been good neighbours during their occupancy of the site and their use of the site is subject to some planning restrictions, it is considered that the lawful commercial office use of the site could take place much more intensively than is currently the case. If, for example, the site were to be sold to another commercial operator. The consequences of this in terms of noise disturbance and activity, including the use of the car parking, traffic generation, lighting of external areas, operation of noisy machinery and tools etc. are a material consideration in the determination of the current application. The Council has received some complaints in recent years concerning operation of the site in breach of the hours of use condition of the 2000 planning permission that were resolved through contact with the occupiers of the site.

A number of amenity concerns have been raised by objectors, largely in respect of the potential for loss of privacy due to undue overlooking of the rear gardens and houses of properties at Nos.57, 59, 61 and 63 Fleet Road. Although notified by the Council in respect of the application, those properties immediately adjoining the application site at Nos.2, 3 and 4 Woodcot Gardens and also Chiltern Avenue have not contacted the Council to date to make representations about the proposals.

When considering impacts upon neighbours, the basic question for the Council to consider is whether or not the impacts of the proposed development on the residential amenities of neighbouring properties would be both materially and harmfully impacted in planning terms.

The correct test in this respect is whether or not existing neighbouring properties would, as a result of the proposed development, maintain acceptable amenities to meet the needs of residential occupation. It is not the role of the Planning system to defend neighbours against the loss of any private views from their properties where these views are derived from over adjoining land not in their ownership. In terms of privacy concerns, a degree of mutual overlooking often exists between neighbours and this is considered both normal and acceptable. It is necessary for the Council to consider whether or not occupiers of neighbouring properties would be subjected to unacceptable undue overlooking rather than any overlooking at all. Overall, it is the role of the Planning system to consider and decide whether or not neighbouring and nearby residential properties would continue to possess an acceptable living environment for occupiers in planning terms as a result of a proposed development.

In this context, the impact of the proposed development upon the nearest and/or adjoining residential properties surrounding the application site are considered in the following paragraphs:-

Nos.57, 59, 61 and 63 Fleet Road : These neighbouring residential properties have rear gardens backing onto the north-east boundary of the application site at an angle. The separation distance of the houses on these neighbouring plots with the application site boundary varies between a minimum of approximately 20 metres in the case of Nos.61 & 63, increasing to a minimum of 30 metres for No.59, and in excess of 50 metres in the case of No.57 Fleet Road. Proposed Plot Nos.1-4 back onto this boundary of the site with a minimum separation distance of approximately 6 metres in the case of Plots 1 & 2 and 8.5 metres in the case of Plots 3 & 4.

No.61 Fleet Road is located the closest to the proposed development site, which would have an overall building-to-building separation of approximately 26 metres from the rear elevation of the proposed Plot 1 house; with the Plot 2 house alongside to the side (and set further back) orientated at a more oblique angle to No.61. However, the rear garden of No.61 is enclosed with new 1.8 metre close-boarded timber fencing and neither the Plot 1 & 2 houses would be orientated facing directly down the garden of No.61. The rear garden of No.61 was, at the time of the case-officers' visit in April 2020, largely bare, but could be subject to some tree and shrub planting that would serve to soften the appearance and visibility of the existing Woodcot Court office building and the presence of the proposed new houses alike. In the circumstances, whilst it is accepted that the proposed houses would be visible from the house and garden of No.61, the impact upon the occupiers of this neighbouring property would cause insufficient material planning harm to justify the refusal of planning permission. Indeed, a direct building-to-building separation distance of 20 metres with no intervening screening other than a conventional 1.8 metre boundary fence separating the garden areas is conventionally considered to maintain adequate mutual privacy between residential properties and, thereby, to be acceptable in planning terms.

No.63 Fleet Road has a small section of rear garden boundary shared with the application site : most of the boundary is shared with No.2 Woodcot Gardens instead. It has a shorter rear garden than No.63 and would have a building-to-building separation from the nearest corner of the Plot 1 house of approximately 20 metres. However the orientation of the Plot 1 house would be more oblique in relation to No.63 and, as a result, it is not considered that occupiers of this neighbouring property would be materially and harmfully impacted by the proposed development.

The proposed Plot 2 house would be orientated at an angle to the rear garden of No.59 Fleet

Road, but the separation distance would be noticeably greater than would be the case for No.61. As a result it is considered that this relationship would be acceptable in planning terms. In the case of the relationship of proposed Plot 3 & 4 houses with Nos.57 & 59 Fleet Road, there would be an even greater building-to-building separation distance; the proposed houses set back a little further from the shared boundary behind the stand of TPO trees to be retained, and the orientation of the proposed houses would be almost perpendicular to the long axis of the gardens of these properties. As a result, even if some overlooking from the Plot 3 & 4 houses were to occur, this would be confined to the rearmost extremities of the long gardens of these neighbouring properties and, as such, is not considered to be a material and harmful impact.

No.2 Woodcot Gardens : It is proposed that this adjoining residential property would donate a portion of its existing rear garden, in part, accommodating an outbuilding, to the proposed development site. However, it is considered that this existing property would retain adequate private amenity space and on-site parking. The proposed Plot 1 house would be sited sideways-on to this property with a separation of 11 metres. This relationship is considered to be acceptable.

No.3 Woodcot Gardens : This neighbouring property occupies a position on the opposite side of the access drive from the existing Woodcot Court office building. The entire north-east side boundary of this property directly abuts the access driveway, with the rear boundary adjacent to the parking area within the commercial yard. This neighbour would be faced by the front elevations of the proposed Plot 1 & 2 houses, which would be sited on the other side of the driveway. In recognition of the proximity and potential for overlooking from the first floor windows of these proposed houses it is proposed that the first-floor front elevation windows serve bathrooms, en-suites and the landing areas and, as secondary windows, be obscurely-glazed.

No.4 Woodcot Gardens : This neighbouring property shares its rear garden boundary with the north side of proposed Plot 7. The Plot 7 house would be sited sideways-on to this neighbour with a building-to-building separation of a minimum of 15 metres. Due to the offset in the siting and orientation of the proposed Plot 7 house relative to this existing neighbouring dwelling, it is considered that the relationship would be acceptable in planning terms. A small first-floor window is shown to be located in the side elevation of the Plot 7 house to serve a bathroom, which could be obscurely-glazed (and required to be provided and retained by planning condition) to prevent any material overlooking.

Chiltern Avenue Properties : The west boundary of the application site is partially screened with some trees to be retained. The area of land immediately adjoining the application site is a car park, with the nearest residential property being No.105 Chiltern Avenue adjacent further to the north. This is a small back-to-back house located approximately 20 metres from the site boundary and, as a result, in excess of 30 metres from the nearest proposed house (Plot 7). It is considered that this relationship is acceptable in planning terms.

Due to a combination of the design, degree of separation and the orientation of the proposed new houses relative to neighbours it is considered that the proposals would provide acceptable relationships with all adjoining neighbours having regard to outlook, sunlighting/daylighting and privacy considerations. It is not considered that any other property in the vicinity not specifically mentioned above would be materially and adversely impacted by the proposed development having regard to residential amenity considerations.

Concerns have also been expressed by objectors about the possibility of increased noise,

disturbance and pollution arising from the proposed residential development. However, although the current occupiers of the application site have given little cause for complaint during their 20-year occupation of the site, the commercial use of the site has the clear potential to be used more intensively and less considerately. This is notwithstanding the planning restrictions that have been imposed upon the use of the site. There are, and cannot be, for example, any restrictions on the number of vehicle movements that take place to and from the site. Or upon the size of vehicles using the site. Or the number of deliveries and/or collections made to/from the site. It is inevitable that Woodcot Gardens would be subject to additional activity on account of the comings and goings of additional residential dwellings using the cul-de-sac given the small number of existing dwellings that are located there. However, it is considered that the type and nature of activity in Woodcot Gardens resulting from the proposed development would be conventional and typical of that which occurs in residential cul-de-sacs nationwide. In the circumstances, whilst it is appreciated that the proposals would result in change for existing residents, the resulting activity would neither be undue nor unacceptable in planning terms. As such, objectors' concerns in this respect would be insufficient justification for the refusal of planning permission.

In conclusion it is considered that the proposed development would have an acceptable impact upon neighbours.

Given the cul-de-sac location of the application site it is considered appropriate that a condition be imposed to require submission of a Construction Method Statement to set out the measures to be employed during the construction phase to minimise noise, vibration, dust and other emissions to, as far as practicable, limit impacts upon the amenity of neighbours. Likewise the parking and traffic generation impacts of the demolition, construction and fitting-out periods of the development. Although planning applications cannot be refused on account of the likely construction phase impacts, it is considered reasonable to require the submission of details of construction management measures given the scale of the development and the clear potential for this to give rise to nuisance and inconvenience to neighbours.

4. The living environment created -

The proposed houses would provide accommodation meeting the Government minimum internal floorspace standards appropriate for their level of occupancy. The proposed development is also able to provide on-site amenity space for residents in the form of private rear gardens exceeding the requirements of New Local Plan Policy DE3 for both the proposed new dwelling and also retained for the existing dwelling at No.2 Woodcot Gardens.

The submitted Noise Impact Assessment has assessed the existing noise environment in the vicinity of the site arising from the adjoining railway. The Report recommends levels of acoustic performance for windows, depending façade orientation and proximity to the railway. In addition, appropriate ventilation systems are proposed. The Council's Environmental Health Team are satisfied with these proposals. With regard to noise impact upon external amenity space, noise from the neighbouring railway line means that garden areas will exceed the upper guideline value of 55 dB LAeq,16hrs as set out within BS 8233. As a result, without appropriate mitigation, garden areas across the site would be exposed to daytime noise levels of between 60-65dB LAeq,16hrs. The railway lines are elevated relative to the development site, so the application proposes the erection of a 3m high acoustic fence along the railway boundary of the site that also extends northwards several metres along the east and west side boundaries of the site. This is proposed to seek to reduce the external noise levels within the proposed development, especially in the garden areas of Plots 4 & 5

closest to the railway boundary. There is clearly a trade-off between any amenity improvements arising from reduction in noise levels and the daylighting/sunlighting impacts of the acoustic barrier. It is considered that, on balance, the acoustic fence as proposed would benefit the living environment for occupiers of the proposed development. The Council's Environmental Health Team raise no objections to this element of the proposals subject to a condition to require the submission of fully worked proposals for the noise attenuation measures to be incorporated into the proposed development.

The internal layout of a development is a functional matter between a developer and his client and is to some extent covered by the Building Regulations. It is a matter for prospective purchasers/occupiers to decide whether they choose to live in the proposed development. Nevertheless, it is considered that the living environment created would be acceptable.

5. Highways considerations -

It is current Government guidance that denying planning permissions on highways grounds is only justified and appropriate where it is demonstrated to give rise to 'severe' harm to the safety and/or convenience of highway users. As a consequence, refusal on highway grounds is required to exceed a high threshold. Furthermore, it is neither appropriate nor reasonable for developers to be required to resolve existing highway problems in the vicinity of their site in order to secure planning permission that they are neither responsible for, nor would materially exacerbate.

The proposed development would utilise the existing vehicular access to/from Woodcot Gardens. This would, as now, be a shared surface driveway where pedestrians are not segregated from vehicular traffic. This is an arrangement that encourages slow incoming and outgoing traffic speeds and is a conventional feature of many small infill residential developments (such as the current proposals) nationwide. Shared surfaces do not need to be wide enough for two-way traffic; and there is good visibility along the driveway and ample turning space provided within the on-site courtyard for passing manoeuvres to take place. It is considered to be of an acceptable width and overall standard to serve the proposed development. The overall arrangement and position of parking internally within the development is considered to be acceptable.

Although concerns have been raised by objectors about additional traffic arising as a result of the proposed development, it is not considered that this would be materially different from the level of traffic that could arise from the continued future use of the site for commercial purposes. In this respect it would seem that local residents have been fortunate that the current occupiers do not appear to use the site particularly intensively. However there is no guarantee that this would continue to be the case and it is legitimate for the applicants' Transport Statement to consider the implications of the potential traffic generation that could typically arise from a commercial operation of this type and scale.

Possible excess traffic speeds in Woodcot Gardens are a further concern raised by objectors. However it is considered inappropriate to withhold planning permission on the basis of motorist behaviour that would, if it were possible, be reckless and potentially illegal and subject to law enforcement.

The Highway Authority (Hampshire County Council) has raised no objections to the proposed development on the grounds of traffic generation and any alleged inadequacy in the capacity of Woodcot Gardens to serve the traffic associated with the proposed development.

Additionally, no concerns are expressed about the safety or capacity of the junction of Woodcot Gardens with Fleet Road. The sightlines and junction arrangement here are considered to be conventional and acceptable.

Objection to the current proposed development is specifically raised by the occupiers of No.65 Fleet Road on account of the existing poor visibility from the end of their private driveway to the right-hand side; i.e. looking towards Fleet Road. This driveway exits into Woodcot Gardens at the turning head and is located between Nos. 1 and 2 Woodcot Gardens - No.65 Fleet Road does not have a vehicular access directly onto Fleet Road. However it is understood that this driveway arrangement has existed ever since Woodcot Gardens was built. It is not, however, considered that this is a matter that arises as a result of the proposed development and, as such, it would be inappropriate to expect the developer to resolve this matter. No.65's driveway has good visibility to the left-hand side looking down the length of the existing driveway to serve the proposed development. Highway visibility problems of the nature raised by the occupiers of No.65 can often be alleviated by the fitment of an angled mirror on the far side of the roadway to provide a view of incoming traffic, possibly together with provision of 'Concealed Entrance' warning signage. It would be open to the householder to contact the Highway Authority (Hampshire County Council) to explore options for the installation of a mirror and warning signage to help alleviate their concerns about the use of their driveway.

The proposed development makes provision for on-site parking comprising two parking spaces for each 3-bedroom house; and three spaces for each 4-bedroom house. Two visitor parking spaces are also provided within the development. Cycle parking is shown to be provided by sheds with each of the proposed house plots. The proposals thereby meet the Council's adopted parking standards in full and, as such, the proposed development makes appropriate and acceptable provision for parking on-site to support itself.

All of the proposed house plots are shown to be provided with adequate space for the storage of refuse/recycling bins and this can be secured and retained with the imposition of the usual planning condition. Whilst objectors consider the proposed bin collection arrangements to be unacceptable, the proposed arrangements are conventional and no objections are raised by the Council's Operations Manager (Domestic Bin Collection).

No Transport Contribution can currently be justified in this case because the proposed development is too small to justify seeking such a contribution.

It is considered that the proposals are acceptable in highways terms.

6. Impact Upon Wildlife –

Special Protection Area.

The European Court of Justice judgement in 'People Over Wind, Peter Sweetman v Coillte Teoranta C-323/17' in April 2018 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. This process, culminating in the Council's Appropriate Assessment of the proposals, is overall described as Habitats Regulation Assessment (HRA).

Undertaking the HRA process is the responsibility of the decision maker (in this case,

Rushmoor Borough Council) as the 'Competent Authority' for the purposes of the Habitats Regulations. The following paragraphs comprise the Council's HRA in this case:-

HRA Screening Assessment under Regulation 63(1)(a) of the Habitats Regulations.

The Thames Basin Heaths SPA is designated under the E.C Birds Directive for its lowland heathland bird populations. The site supports important breeding bird populations, especially Nightjar *Caprimulgus europaeus* and Woodlark *Lullula arborea*, both of which nest on the ground, often at the woodland/heathland edge; and Dartford Warbler *Sylvia undata*, which often nests in gorse *Ulex* sp. Scattered trees and scrub are used for roosting.

Heathland is prone to nitrogen deposition due to increases in Nitrogen Oxide. Calculations undertaken for the Rushmoor Borough Council Local Plan found that there will be no in-combination impacts on the habitats as a result of development in the Local Plan, including an allowance for 'windfall' housing developments. However within the screening process it will need to be ascertained whether development outside the Local Plan within 200m of the SPA will increase vehicle movements to above 1000 extra trips/day or exceed the Minimum Critical Load by over 1% either alone or in-combination with the Local Plan.

The bird populations and nests are very prone to recreational disturbance, with birds vacating the nests if disturbed by members of the public. This leaves the young unprotected and increases the risk of predation. Dogs not only disturb the adults, but can directly predate the young.

Visitor surveys have shown that the visitor catchment area for the Thames Basin Heath SPA is 5km, with any proposals for residential development within this catchment contributing to recreational pressure on the SPA. The research also evidenced that residential development within 400m of the SPA would cause impacts alone due to cat predation of adult and young birds.

The retained South East Plan Policy NRM6 and adopted New Rushmoor Local Plan (2014-2032) Policy NE1 (Thames Basin Heaths Special Protection Area) and Thames Basin Heaths Avoidance & Mitigation Strategy (2019)], state that residential development within 400m of the SPA should be refused and development within 5km of the SPA should provide Strategic Alternative Natural Greenspace (SANG) of 8ha/1000 additional population and contributions to Strategic Access Management and Monitoring Measures (SAMM) dependant on the number of bedrooms.

It is considered that there is sufficient information available with the planning application provided by the applicants with which the Council can undertake the HRA process. In this case the proposed development involves the creation of 7 net new residential units within the Farnborough urban area. As such, the proposed development is located within the 5km zone of influence of the SPA but outside the 400-metre exclusion zone. The proposed development is neither connected to, nor necessary to the management of, the Thames Basin Heaths SPA. Furthermore, the proposed development would not result in a net increase in traffic movements in excess of 1000 vehicular movements per day in proximity to the SPA.

All new housing development within 5 km of any part of the Thames Basin Heaths SPA, of which the current proposals would make a contribution, is considered to contribute towards an impact on the integrity and nature conservation interests of the SPA. This is as a result of increased recreation disturbance in combination with other housing development in the

vicinity of the Thames Basin Heaths SPA. Current and emerging future Development Plan documents for the area set out the scale and distribution of new housebuilding in the area up to 2032. A significant quantity of new housing development also results from 'windfall' sites, i.e. sites that are not identified and allocated within Development Plans. There are, therefore, clearly other plans or projects for new residential development that would, together with the proposals the subject of the current planning application, have an 'in-combination' effect on the SPA. On this basis it is clear that the proposals would be likely to lead to a significant effect on European site (i.e. the Thames Basin Heaths SPA) integrity.

Appropriate Assessment under Regulation 63(1) of the Habitats Regulations.

If there are any potential significant impacts upon the Thames Basin Heaths SPA, the applicant must suggest avoidance and/or mitigation measures to allow an Appropriate Assessment to be made. The Applicant must also provide details that demonstrate any long term management, maintenance and funding of any such solution.

The project the subject of the current planning application being assessed would result in a net increase of dwellings within 5 km of a boundary of part of the Thames Basin Heaths SPA. In line with Natural England guidance and adopted New Rushmoor Local Plan Policy NE1 and Thames Basin Heaths Avoidance & Mitigation Strategy (2019), a permanent significant effect on the SPA due to an increase in recreational disturbance as a result of the proposed new development is likely. As such, in order to be lawfully permitted, the proposed development will need to secure a package of avoidance and mitigation measures.

Rushmoor Borough Council formally adopted the latest version of the Thames Basin Heaths SPA Avoidance & Mitigation Strategy (AMS) in May 2019. The AMS provides a strategic solution to ensure the requirements of the Habitats Regulations are met with regard to the in-combination effects of increased recreational pressure on the Thames Basin Heaths SPA arising from new residential development. This Strategy is a partnership approach to addressing the issue that has been endorsed by Natural England.

The AMS comprises two elements. Firstly the maintenance of Suitable Alternative Natural Greenspace (SANG) in order to divert additional recreational pressure away from the SPA; and, secondly, the maintenance of a range of Strategic Access Management and Monitoring Measures (SAMMs) to avoid displacing visitors from one part of the SPA to another and to minimize the impact of visitors on the SPA. Natural England raises no objection to proposals for new residential development in the form of Standing Advice provided that the mitigation and avoidance measures are in accordance with the AMS.

In order to meet the requirements of Policy CP13 and the AMS applicants must:-

- (a) secure an allocation of SPA mitigation capacity from either the Council's SANGS schemes, or from another source acceptable to Natural England and to the Council; and
- (b) secure the appropriate SANG and/or SAMM in perpetuity by making the requisite financial contribution(s) by entering into a satisfactory s106 Planning Obligation that requires the payment of the contribution(s) upon the first implementation of the proposed development.

These requirements must be met to the satisfaction of Natural England and Rushmoor Borough Council (the Competent Authority) before the point of decision of the planning application.

In this case the applicants have provided written evidence that they have acquired SANGS

capacity from the Hart District Council Bramshot Farm SANGS scheme sufficient for the 7 new dwelling units proposed, costing the applicants £67,572.96 that has already been paid to Hart DC. Furthermore, the applicants are also seeking to secure a financial contribution of £5,169.00 towards SAMMS by way of a s106 planning obligation submitted to Rushmoor BC requiring payment of this additional SPA financial contribution upon the implementation of the proposed development.

Conclusions of Appropriate Assessment.

On this basis, the Council are satisfied that, subject to the receipt of a satisfactory completed s106 Planning Obligation, the applicants will have satisfactorily mitigated for the impact of their proposed development on the Thames Basin Heaths SPA in perpetuity in compliance with the requirements of New Rushmoor Local Plan Policy NE1 and the AMS. Accordingly it is considered that planning permission can be granted for the proposed development on SPA grounds.

Site Specific Protected Species.

According to the submitted Ecological Appraisal/Survey Reports, the application property has limited potential to host roosting bats and other protected wildlife species and the Council's Ecology consultee is satisfied that there are no biodiversity reasons for refusal or amendment of the proposals. Notwithstanding objections by neighbours on the basis of wildlife, it is not considered that the proposed development would have any material and harmful impact on this. In any event, should the developer encounter protected wildlife species on site during the course of implementing the proposed development they are entirely separately obliged to observe the requirements of the Wildlife & Countryside Act 1999.

In the circumstances, it is considered appropriate that a condition be imposed to require the developer to submit details of, and implement and retain, biodiversity enhancements as part of the development to meet the requirements of New Rushmoor Local Plan Policy NE4. It is also considered appropriate to add an informative to remind the developer of the requirements of the Wildlife & Countryside Act with respect to any protected wildlife species that may be encountered on site notwithstanding the results of the various surveys already undertaken.

7. Surface Water Drainage -

The site is located on land at lowest risk of flooding. As existing almost half of the site area is covered with impermeable surfaces and the proposed development provides the opportunity to reduce this. A Drainage Strategy Report has been submitted with the application that considers how to do this having regard to the need to protect the rooting areas of trees to be retained : indeed, constructing soakaways within the rooting areas would not be appropriate. The applicants indicate that a SUDS system would be incorporated into the development to deal with surface water drainage on site that would be located under the central courtyard area. This is considered to be an appropriate arrangement in principle. Accordingly, subject to the imposition of a condition to require the submission of details in this respect, it is considered that the requirements of New Rushmoor Local Plan Policies NE6-8 would be met.

8. Public open space -

Policy DE6 of the New Rushmoor Local Plan seeks to ensure that adequate open space

provision is made to cater for future residents in connection with new residential developments. The policy does not set a threshold of a particular number of dwellings or size of site above which the provision is required. The site is not big enough to accommodate anything other than the development proposed and any associated landscape planting. However, as it is a scheme for less than 10 dwelling units, this is a circumstance where a financial contribution towards the off-site provision of public open space cannot be required.

Conclusions -

The proposals are considered acceptable in principle, would have no material and harmful impact upon the visual character and appearance of the area, have no material and adverse impact on neighbours, would provide an acceptable living environment and are acceptable in highway terms. Having regard to the contribution already made towards the Bramshot Farm SPA mitigation scheme and the Strategic Access Management Measurement contribution to be secured by the s106 Planning Obligation, the proposals would have no significant impact upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area. It is not considered that the site harbors any significant protected wildlife, nevertheless appropriate biodiversity gain can be secured as a result of the development. The proposals are thereby considered acceptable having regard to Policies DE1, DE2, DE3, IN2, NE1, NE3, NE4 and NE6-8 of the adopted New Rushmoor Local Plan (2014-2032).

Full Recommendation

It is recommended that subject to the completion of a satisfactory Planning Obligation under Section 106 of the Town and Country Planning Act 1990 by 7 August 2020 to secure the SAMMs SPA contribution as set out in the report the Head of Planning in consultation with the Chairman be authorised to **GRANT** planning permission subject to the following conditions and informatives:-

However, in the event that a satisfactory s106 Agreement is not received by 7 August 2020, the Head of Planning, in consultation with the Chairman, be authorised to refuse planning permission on the grounds that the proposal does not provide a financial contribution to mitigate the effect of the development on the Thames Basin Heaths Special Protection Area in accordance with The Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy and adopted New Rushmoor Local Plan Policy NE1.

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 November 2017 and to accord with the resolution of Rushmoor's Cabinet on 17 June 2014 in respect of Planning Report no PLN1420.

2. The permission hereby granted shall be carried out in accordance with the following approved drawings and details – Drawing Nos.PSD-FAWNS-P-01 REV.A, -P-02 REV.B, -P-03 REV.C, -P-04 REV.A, -P-05 REV.A, -P-06, -P-07 & -P-08; Design & Access Statement, Planning Statement, Transport Statement, Preliminary Ecological and Survey Reports, a Bat Survey Report, Phase 1 Site Investigation Report,

Arboricultural Impact Assessment, Sunlight & Daylight Report, Noise Impact Assessment, and Drainage Strategy Report.

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

3. 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;
Rainwater Goods; and
Ground Surfacing Materials

Reason - To ensure satisfactory external appearance. *

4. 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.

5. Prior to occupation or use of the development hereby approved, screen and boundary walls, fences, hedges or other means of enclosure shall be installed in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed and retained in accordance with the details so approved prior to the first occupation of the new dwelling hereby permitted.

Reason - To safeguard the amenities of neighbouring property. *

6. The development hereby permitted shall not be occupied until the parking spaces shown on the approved plans have been constructed, surfaced and made available to occupiers of, and visitors to, the development as allocated on the approved plans. Thereafter these parking facilities shall be kept available at all times for their intended purposes as shown on the approved plans. Furthermore, the parking spaces shall not be used at any time for the parking/storage of boats, caravans or trailers.

Reason - For the avoidance of doubt and to ensure the provision, allocation and retention of adequate off-street car parking. *

7. Provision shall be made for services to be placed underground. No overhead wire or cables or other form of overhead servicing shall be placed over or used in the development of the application site.

Reason - In the interests of visual amenity.

8. Prior to first occupation of the development hereby approved a fully detailed landscape and planting scheme (to include, where appropriate, both landscape planting and ecological enhancement) shall be first submitted to and approved in writing by the Local Planning Authority.

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

9. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building or the practical completion of the development hereby approved, whichever is the sooner.

Reason -To ensure the development makes an adequate contribution to visual amenity.

10. Prior to the commencement of development a Construction & Traffic Management Plan to be adopted for the duration of the construction period shall be submitted to and approved in writing by the Local Planning Authority. The details required in this respect shall include:

- (a) the provision to be made for the parking and turning on site of operatives and construction vehicles during construction and fitting out works;
- (b) the arrangements to be made for the delivery of all building and other materials to the site;
- (c) the provision to be made for any storage of building and other materials on site;
- (d) measures to prevent mud from being deposited on the highway;
- (e) the programme for construction; and
- (f) the protective hoarding/enclosure of the site.

Such measures as may subsequently be approved shall be retained at all times as specified until all construction and fitting out works have been completed.

Reason - In the interests of the safety and convenience of adjoining and nearby residential properties and the safety and convenience of highway users. *

11. No construction works pursuant to this permission shall take place until detailed measures to incorporate Sustainable Drainage Systems (SUDS) into the new built development have been 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 new building and retained in perpetuity.

Reason - To reflect the objectives of Policy NE8 of the New Rushmoor Local Plan (2014-2032). *

12. No works pursuant to this permission shall commence until there has been submitted to and approved in writing by the Local Planning Authority: -

- i. a desk top study carried out by a competent person documenting all previous and existing uses of the site and adjoining land, and potential for contamination, with information on the environmental setting including known geology and hydrogeology.

This report should contain a conceptual model, identifying potential contaminant pollutant linkages.

ii. if identified as necessary; a site investigation report documenting the extent, scale and nature of contamination, ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study.

iii. if identified as necessary; a detailed scheme for remedial works and measures shall be undertaken to avoid risk from contaminants/or gas identified by the site investigation when the site is developed and proposals for future maintenance and monitoring, along with verification methodology. Such scheme to include nomination of a competent person to oversee and implement the works.

Where step iii) above is implemented, following completion of the measures identified in the approved remediation scheme a verification report that demonstrates the effectiveness of the remediation shall be submitted for approval in writing by the Local Planning Authority.

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

13. In the event that unforeseen ground conditions or materials which suggest potential or actual contamination are revealed at any time during implementation of the approved development it must be reported, in writing, immediately to the Local Planning Authority. A competent person must undertake a risk assessment and assess the level and extent of the problem and, where necessary, prepare a report identifying remedial action which shall be submitted to and approved in writing by the Local Planning Authority before the measures are implemented.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared and is subject to approval in writing by the Local Planning Authority.

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

14. Prior to occupation of any part of the development hereby approved, the refuse bin and cycle storage for each individual house plot and communal bin collection area as shown on the plans hereby approved shall be provided in full and retained thereafter at all times.

Reason - In the interests of visual amenity and highway safety.

15. No works shall start on site until existing trees and shrubs/hedges to be retained on and adjoining the site have been adequately protected from damage during site clearance and works in accordance with the details that are set out in the Arboricultural Impact Assessment Report hereby approved with the application. Furthermore, no materials or plant shall be stored and no buildings erected within protective fencing to be erected at the margins of the root protection area of each tree/shrub/hedge to be retained as appropriate.

Reason - To ensure that existing trees are adequately protected in the interests of the visual amenities of the site and the locality in general.

16. No works consisting of foundations and services (pipes drains cables etc) shall start until a construction method statement detailing how impact on the roots of trees identified for retention will be avoided, has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out strictly in accordance with the method statement so approved.

Reason - To ensure the amenity value of the trees shrubs and landscaped areas is maintained . *

17. 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, D and E of Part 1 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 trees to be retained; and to prevent adverse impact on traffic and parking conditions in the vicinity.

18. 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 additional windows, doors or openings of any kind shall be inserted in the first-floor elevations and roofs of the new development hereby permitted without the prior permission of the Local Planning Authority.

Reason - To protect the amenities of neighbouring residential properties.

19. Notwithstanding the details shown on the submitted plans, the first-floor windows in (a) the front elevation of the Plot 1 & 2 houses and (b) the north-facing side elevation of the Plot 7 house of the development hereby approved shall be fitted with obscure glass and fixed closed with the exception of:

o High level windows with a cill height not less than 1.7m above the internal floor level of the room.

o Opening top light windows forming the upper part of a larger window where the horizontal division is no less than 1.7m above the internal floor level of the room, and where the section below the division is obscurely glazed and fixed closed.

Reason - To prevent overlooking and loss of privacy to neighbouring residential properties.

20. 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, garages 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. *

21. The development hereby approved shall not be occupied until measures to protect buildings (and garden areas) from railway noise have been implemented in accordance with a detailed scheme to include the acoustic fence shown on the plans hereby approved, together with full details of acoustic double glazing and acoustic ventilation as described in the Noise Impact Assessment report submitted with the application, that has been first submitted to and approved in writing by the Local Planning Authority.

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

22. No development shall commence until a biodiversity enhancement plan and a proforma checklist clearly setting out the steps required to implement these enhancements, and avoid harm to wildlife during construction, has been submitted to, and approved by, the Local Planning Authority.

Note: the enhancement plan and checklist should be based on the recommendations in the various wildlife reports submitted in support of the application, presenting them in a clear and concise format suitable for use during construction site project management.

No dwelling shall be occupied until the checklist approved under this condition has been completed, signed off by the project ecologist / wildlife consultant and approved in writing by the Local Planning Authority.

Reason: to protect and enhance biodiversity in accordance with Policy NE4 of the New Rushmoor Local Plan (2014-2032) and para 175 of the NPPF. *

INFORMATIVES

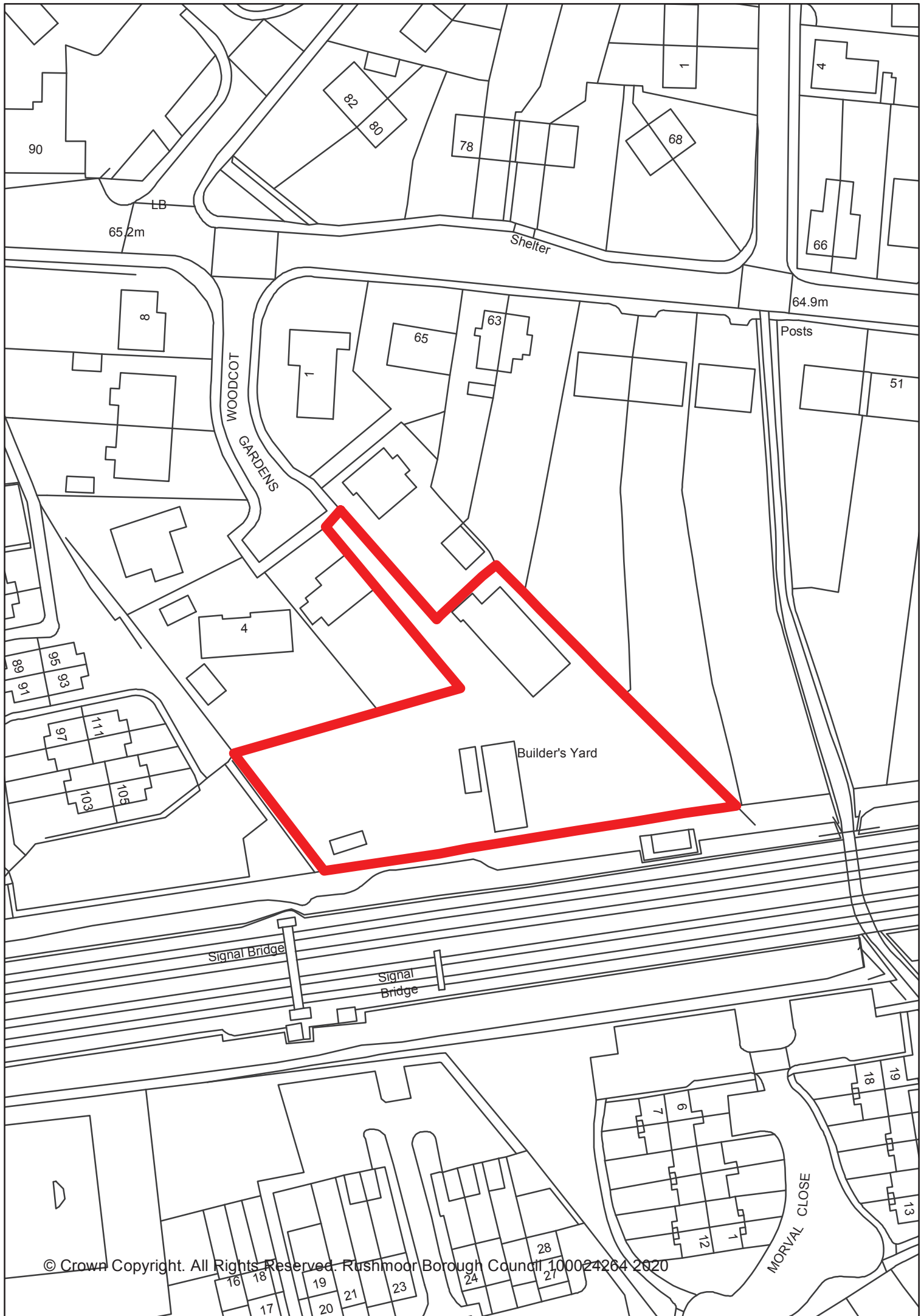
- 1 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because:-

The proposals are considered acceptable in principle, would have no material and harmful impact upon the visual character and appearance of the area, have no material and adverse impact on neighbours, would provide an acceptable living environment and are acceptable in highway terms. Having regard to the contribution already made towards the Bramshot Farm SPA mitigation scheme and the Strategic Access Management Measurement contribution to be secured by the s106 Planning Obligation, the proposals would have no significant impact upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area. It is not considered that the site harbors any significant protected wildlife, nevertheless appropriate biodiversity gain can be secured as a result of the development. The proposals are thereby considered acceptable having regard to Policies DE1, DE2, DE3, IN2, NE1, NE3, NE4 and NE6-8 of the adopted New Rushmoor Local Plan (2014-2032).

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 - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 3 INFORMATIVE - Your attention is specifically drawn to the conditions marked *. These condition(s) require the submission of details, information, drawings etc. to the Local Planning Authority BEFORE a certain stage is reached in the development. Failure to meet these requirements is in contravention of the terms of the permission and the Council may take enforcement action to secure compliance. As of April 2008 submissions seeking to submit details pursuant to conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.
- 4 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.
- 5 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.
- 6 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Council's Environmental Health Team for advice.
- 7 INFORMATIVE - The applicant is advised that during the construction phase 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 Council's Environmental Health Team.
- 8 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.

- 9 INFORMATIVE - The planning permission hereby granted does not authorise the applicant, or his agents, to construct a new/altered access to, or other work within, the public highway. A separate consent for works within the highway must first be obtained from the highway authority who may be contacted at the following address:- Hampshire County Council Highways Sub-Unit, M3 Motorway Compound, Hook, Hampshire, RG27 9AA.
- 10 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.
- 11 INFORMATIVE - The applicant is requested to bring the conditions attached to this permission to the attention of all contractors working or delivering to the site, in particular any relating to the permitted hours of construction and demolition; and where practicable to have these conditions on display at the site entrance(s) for the duration of the works.
- 12 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.



Notes

Key to symbols

SURVEY STATIONS

NAME	EASTINGS	NORTHINGS	LEVEL
PSA	500.000	1000.000	20.000
PSA	459.262	1070.040	20.198
PSB	470.192	1080.270	20.116
PSB	471.043	1052.219	20.329
PSB	453.050	1026.434	20.339
PSB	491.868	1006.314	20.790
PSB	466.232	1004.187	20.740
PSB	518.769	899.744	20.112
PSB	512.125	1006.735	20.133
PS11	498.239	983.252	19.809
PS2	459.846	1046.736	20.404
PS3	472.337	1008.117	19.816
PS4	472.715	1044.219	20.443

Reference drawings

Rev	Date	Drawn	Description	Chk'd	App'd

Client

WOODCOT GARDENS
FARNBROUGH

Title

EXISTING SITE PLAN AND
TOPOGRAPHICAL SURVEY DETAILS

Designed	NH	Eng check
Drawn	KR	Coordination
Date	OCTOBER 2019	Approved
Scale at A1	Status	Rev
1:200		
Drawing Number		Security
PSD-FAWNS-P-08		



PRIOR TO THE COMMENCEMENT OF ANY WORKS, THE BUILDER IS TO CHECK AND/OR DETERMINE ALL CONSTRUCTION DETAILS, INCLUDING CHECKING EXISTING SITE LEVELS AND DIMENSIONS.

Rev.	Date	Details	Drawn
A.	15/01/20	Final drawing issued 15/01/20	JPS
B.	16/02/21	Revised drawing issued 16/02/21	PSD



For tree root categories - Refer to Martin Dobson Associates separate constraints drawings.

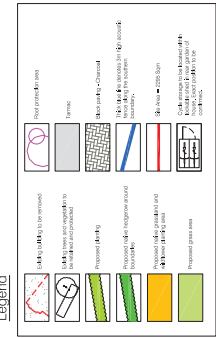
For details on vehicle tracking and movements refer to highways and transport consultants report

Accommodation Schedule

Plot	Bedrooms	House Type
Plot 1	3	bedroom detached house
Plot 2	3	bedroom detached house
Plot 3	3	bedroom detached house
Plot 4	4	bedroom detached house
Plot 5	4	bedroom detached house
Plot 6	3	bedroom detached house
Plot 7	3	bedroom detached house
Total	26	bedrooms

Garden Sizes

Plot	Area (sqm)
Plot 1	74sqm
Plot 2	117sqm
Plot 3	150sqm
Plot 4	418sqm
Plot 5	150sqm
Plot 6	87sqm
Plot 7	100sqm
Total	1096sqm



Client: Fawns Rec. Services Ltd

Site Address: Woodcot Court, Farnborough, Hants, GU14 9RD

Description: Proposed Site and Block Plans

Drawing Number: PSD-FAMMS-P-02 - Rev. B

Date: July 2019

Scale: As Shown @ A1

Status: PLANNING

Autocad Reference:

P S D Architectural Services

1 Conwy Drive, Cove, Farnborough, Hampshire, GU14 9PC
Tel: 01329 412222
Email: info@psdarc.co.uk

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PRIOR TO THE COMMENCEMENT OF ANY WORKS, THE BUILDER IS TO CHECK AND/OR DETERMINE ALL CONSTRUCTION DETAILS, INCLUDING CHECKING EXISTING SITE LEVELS AND DIMENSIONS.

Rev.	Date	Details	Drawn
A	10/12/19	Room Areas updated to comply with national standards	JPS
B	10/01/20	Amendment: Knocked Fence	PSD
C	10/02/20	Revised Plot 14 for the attached comments	PSD

Typical Proposed finishes.



White Render.



Timber Cladding.



White Timber Windows.



Slate Roof Tiles.



Brickwork finish.

Client: **Fawns Rec. Services Ltd**

Site Address: **Woodcot Court
Farnborough
Hants
GU14 9RD**

Description: **Elevations & Floor Plans
Plots 1 to 4**

Drawing Number: **PSD-FAMNS-P-03 - Rev C**

Date: **July 2019** Scale: **As Shown @ A1**

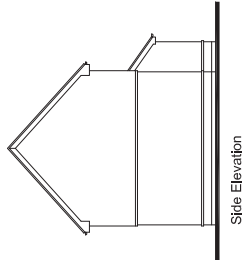
Status: **PLANNING**

AutocAD Reference:

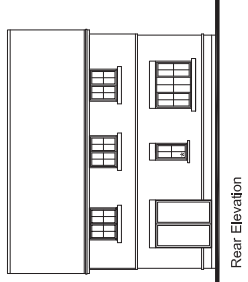


1 Conway Drive, Cove, Farnborough
Hampshire, GU14 9PC
Tel: 01329 412000
Email: info@psdarch.co.uk

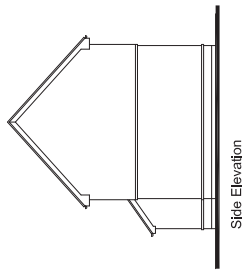
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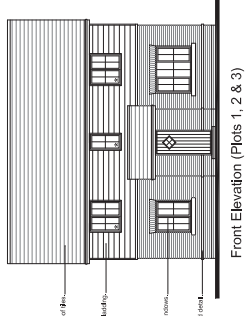
Front Elevation (Plots 1, 2 & 3)



Rear Elevation



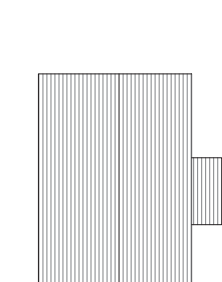
Side Elevation



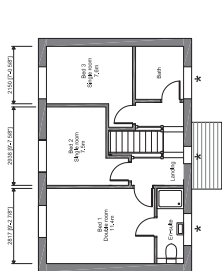
Side Elevation

Accommodation Schedule

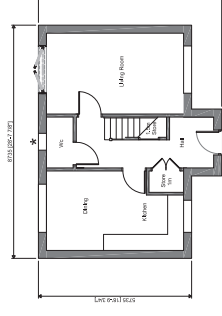
Plot 1	86sqm	3 bedroom detached house
Plot 2	86sqm	3 bedroom detached house
Plot 3	86sqm	3 bedroom detached house
Plot 4	116sqm	4 bedroom detached house
Plot 5	102sqm	3 bedroom detached house
Plot 6	89sqm	3 bedroom detached house
Plot 7	89sqm	3 bedroom detached house
Total	651sqm	



Rear Elevation



Side Elevation



Side Elevation

Accommodation Schedule

Accommodation Schedule

Accommodation Schedule

Accommodation Schedule

Roof Plan

Roof Plan

Roof Plan

Roof Plan

First Floor Plan

First Floor Plan

First Floor Plan

First Floor Plan

Ground Floor Plan

Ground Floor Plan

Ground Floor Plan

Ground Floor Plan

Plots 1, 2 & 3 (86sqm)

Plots 1, 2 & 3 (86sqm)

Plots 1, 2 & 3 (86sqm)

Plots 1, 2 & 3 (86sqm)

3 Bed / 4 Person House

3 Bed / 4 Person House

3 Bed / 4 Person House

3 Bed / 4 Person House

Scale Bar - 1:100

Scale Bar - 1:100

Scale Bar - 1:100

Scale Bar - 1:100

Front Elevation (Plot 4)

Front Elevation (Plot 4)

Front Elevation (Plot 4)

Front Elevation (Plot 4)

Side Elevation

Side Elevation

Side Elevation

Side Elevation

Accommodation Schedule

Accommodation Schedule

Accommodation Schedule

Accommodation Schedule

Roof Plan

Roof Plan

Roof Plan

Roof Plan

First Floor Plan

First Floor Plan

First Floor Plan

First Floor Plan

Ground Floor Plan

Ground Floor Plan

Ground Floor Plan

Ground Floor Plan

4 Bed / 5 Person House

4 Bed / 5 Person House

4 Bed / 5 Person House

4 Bed / 5 Person House

Scale Bar - 1:100

Scale Bar - 1:100

Scale Bar - 1:100

Scale Bar - 1:100

Scale Bar - 1:100

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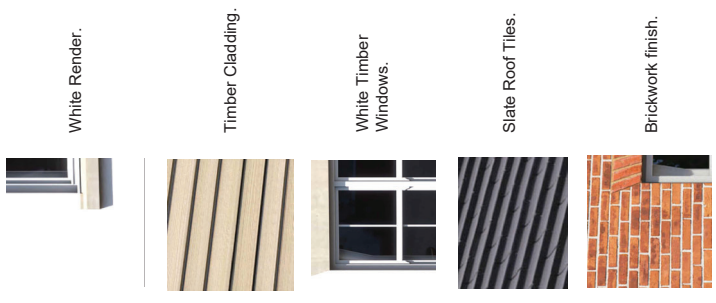
Scale Bar - 1:100

Scale Bar - 1:100

PRIOR TO THE COMMENCEMENT OF ANY WORKS, THE BUILDER IS TO CHECK AND/OR DETERMINE ALL CONSTRUCTION DETAILS, INCLUDING CHECKING EXISTING SITE LEVELS AND DIMENSIONS.

Rev	Date	Details	Drawn
A	02.12.19	Room sizes updated to comply with national standards.	JPS

Typical Proposed finishes.



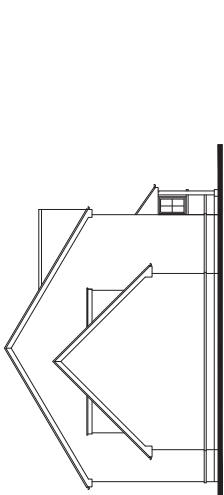
White Render.

Timber Cladding.

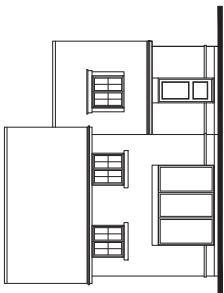
White Timber Windows.

Slate Roof Tiles.

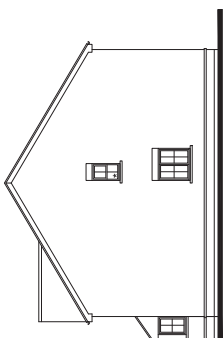
Brickwork finish.



Side Elevation



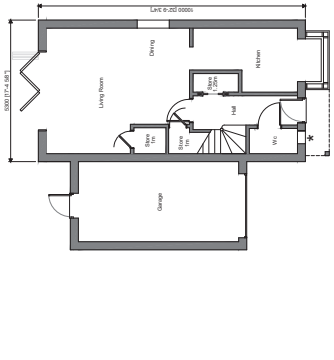
Rear Elevation



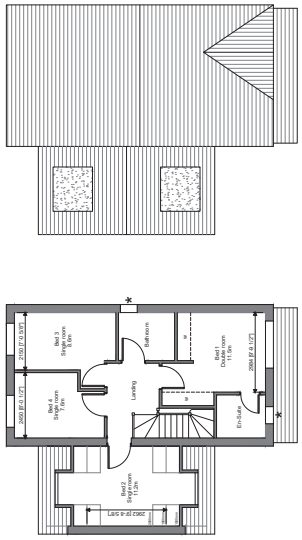
Side Elevation



Front Elevation (Plot 5)



Ground Floor Plan
4 Bed / 5 Person House
Plot 5 (102sqm)
* Obscure glazed

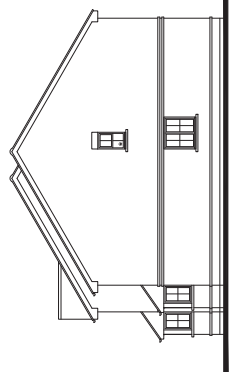


First Floor Plan

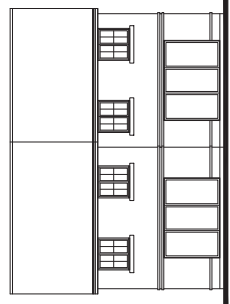
Accommodation Schedule	
Plot 1	86sqm 3 bedroom detached house
Plot 2	86sqm 3 bedroom detached house
Plot 3	86sqm 3 bedroom detached house
Plot 4	116sqm 4 bedroom detached house
Plot 5	102sqm 4 bedroom detached house
Plot 6	89sqm 3 bedroom detached house
Plot 7	89sqm 3 bedroom detached house
Total	651sqm



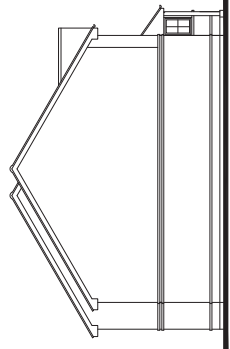
Front Elevation (Plot 6 & 7)



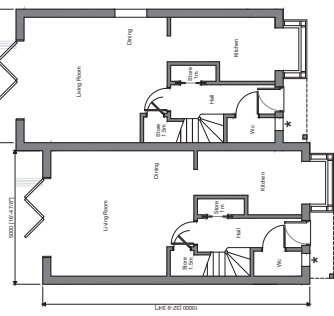
Side Elevation (Plot 7)



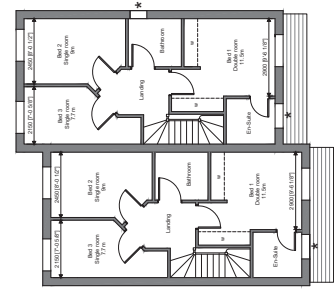
Rear Elevation (Plot 6 & 7)



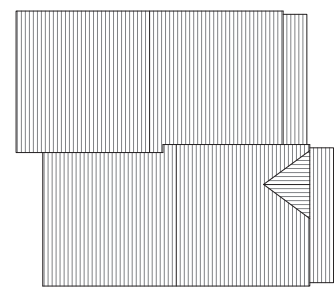
Side Elevation (Plot 6)



Ground Floor Plans
3 Bed / 4 Person House
Plots 6 & 7 (699sqm)
* Obscure glazed



First Floor Plans
Plots 6 & 7



Roof Plans
Plots 6 & 7

Accommodation Schedule	
Plot 1	86sqm 3 bedroom detached house
Plot 2	86sqm 3 bedroom detached house
Plot 3	86sqm 3 bedroom detached house
Plot 4	116sqm 4 bedroom detached house
Plot 5	102sqm 4 bedroom detached house
Plot 6	89sqm 3 bedroom detached house
Plot 7	89sqm 3 bedroom detached house
Total	651sqm

Client: Fawns Rec. Services Ltd	
Site Address: Woodcot Court Farnborough Hants GU14 9RD	Description: Elevations & Floor Plans Plots 5 to 7
Drawing Number: GU14 9RD	PSD-FAWNS-P-04 - Rev. A
Date: July 2019	Scale: As Shown @ A1
Status: PLANNING	
AutoCAD Reference:	

PSD Architectural Services

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Hampshire, GU14 9RP
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