

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.	20/00248/FULPP
Date Valid	9th April 2020
Expiry date of consultations	8th May 2020
Proposal	Proposed new attached 3-bedroom 4-person occupancy dwellinghouse following demolition of existing garage; and provision of pair of forecourt parking spaces to both the existing dwelling (No.29) and the proposed new house (amended scheme following withdrawal of 2-bedroom new house scheme 20/00138/FULPP)
Address	<b>29 Whites Road Farnborough</b>
Ward	St Mark's
Applicant	Pinecraft Development Ltd
Agent	Harding Rose Architects
Recommendation	<b>GRANT subject to s106 Planning Obligation</b>

### Description

The application site (No.29 Whites Road) is a long-established residential plot located on the north side of Whites Road approximately half-way along its length. No.29 comprises an extended detached house of three-bedroom size with a detached double garage to the east side. The application site, comprising the entire curtilage of the existing No.29, is rectangular in shape with a road frontage of 14 metres and a plot depth of 37 metres.

The adjoining residential properties to either side are No.27 Whites Road to the west; and No.31 Whites Road to the east. To the north of Whites Road is Rodmel Court, which is a modern residential cul-de-sac forming part of the Sycamore Park estate development. Nos.16,16a,16b and 18 Whites Road are residential properties located opposite the application site.

The proposal is for the demolition of the existing double garage and the erection of a two-storey side extension attached to the east side of the existing house to form a new three-bedroom house. The existing house would remain unaltered in size but would have a reduced plot width of 8 metres, and the proposed house would occupy a 6 metre wide plot. The plot depth remains unchanged. The proposed new house would be adjacent to the east

boundary of the site shared with No.31 Whites Road, albeit inset from the boundary by approximately 1 metre.

Externally, the proposed new house has been designed to have the appearance of being an extension to the side of the existing house, with the 'front' door located on the side elevation and reached via a pedestrian path between the side of the house and the boundary with No.31. The proposed external materials would match those use in the existing house, comprising facing brickwork and render. The roof of the proposed house, which would be plain tiled to match, would be hipped and tied into the roof of the existing house.

On-site parking of 2 spaces for both the proposed and existing houses are shown to be provided to the front of the houses. The site would retain its existing vehicular access onto Whites Road to the front of the existing double garage and the existing vehicular access serving the garages retained for the use of the proposed new house. A new vehicular access would be formed to serve the proposed on-site parking for the existing house.

The application is accompanied by a Design & Access Statement.

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.
Natural England	No objections subject to an appropriate SPA financial contribution being secured with a s106 Planning Obligation.
Hampshire & I.O.W. Wildlife Trust	No comments received during the consultation period, thereby presumed to have no objections.
Hampshire Fire & Rescue Service	No objections and provides generic fire safety advice.
Neighbourhood Policing Team	No comments received during the consultation period, thereby presumed to have no objections.
Thames Water	No comments received during the consultation period, thereby presumed to have no objections.
Contract Management	No objection.
Environmental Health	No objection subject to imposition of a condition concerning hours of work on site.

### **Neighbours notified**

In addition to posting a site notice and press advertisement, 10 individual letters of notification were sent to properties in Whites Road and Rodmel Court, including all properties adjoining or opposite the application site.

## Neighbour comments

At the time of writing this report, a total of 23 objections have been received from the occupiers of Nos.2 (twice), 8, 16, 20 (twice), 21, 25, 27 (twice), 30, 31 (twice), 33 (twice), 35, 39, 41, 49, 67, 81 and 83 Whites Road; and 125 (The Squirrel Public House) Park Road. The following summary objections have been raised:-

- (a) Whites Road is a busy, congested, narrow road and has very limited on-street parking, some of which already impedes on-site driveway parking. The road contains many multi-car families; and street parking, often remote from residents' homes and sometimes double-parking, takes place.
- (b) There is a busy Public House (The Squirrel) at the Park Road end of the road that generates much overspill parking in Whites Road;
- (c) Residents in South Street and Park Road already park in Whites Road;
- (d) Extra demand for scarce street parking spaces resulting from the proposed development cannot be absorbed. The scarcity of street parking spaces was made worse when double-yellow lines were extended in the road;
- (e) Existing problems with emergency vehicle, delivery lorries/vans and refuse lorry access to Whites Road would be exacerbated;
- (f) The proposed development would provide inadequate parking : the proposed new house is potentially to be occupied by 4 persons, so 2 on-site spaces are inadequate; and the existing house to be retained could be occupied internally as a 4-bedroom house by re-purposing of a ground floor reception room into a bedroom; No provision for visitor parking;
- (g) The proposed on-site parking to be provided would result in the loss of some existing on-street parking space;
- (h) Children like to play in the road. Danger to children and pets due to increased traffic in the road;
- (i) Adverse impacts upon the safety and convenience of people already living in Whites Road;
- (j) Adverse impact upon the visual character and appearance of the road because the proposed house would be narrower than the average width of semi-detached properties in the road : it would not be correct to compare the proposed development with the narrower width of terraced properties in the road.
- (k) The application site is not big enough to accommodate the proposed development;
- (l) No.31 Whites Road : no objections to the proposed new house itself (notwithstanding private property matters to be resolved with the applicants), but have concerns about adequacy of parking provision – especially because families grow;
- (m) Increased pollution; and
- (n) The existing house should be retained without the proposed new house; or the proposal should be reverted to the 2-bedroom size house originally proposed by withdrawn [Officer Note: the Council must consider the proposals that have been submitted with the application. The Council cannot consider alternative proposals that may be preferred instead or, indeed, refuse permission because alternative developments of the site can be envisaged.]

## 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, is not near a listed building and does not contain one.

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), 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;
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-use part of an under-used property within the built-up area of Farnborough. The proposed development is therefore 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 a single small dwelling. 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 a significantly lower number of dwelling units, the requirements of this policy do not apply in this case.

Given the benign existing and previous use(s) of the application land, the Council's Environmental Health Team do not require the undertaking of a site investigation for ground contamination.

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, ages, building-to-building separations and external materials in detached, semi-detached and terraced form. The design and external appearance of the proposed house is considered to be entirely conventional and acceptable. Although objection has been raised on the basis

that the proposed house would have a width below the average for semi-detached houses in the road, it is not considered that this would be especially, if at all, noticeable. It is not considered that the character and appearance of the street is defined by arithmetical regularity of this nature. The proposed house has been designed to have the appearance of an extension to the existing house, would use conventional matching external materials, conform with the notional building line in the road, and have a roof matching and tied-into the existing roof of No.29. Although the provision of parking spaces would involve the use of much of the space to the front of both the existing and proposed houses, this arrangement is not unusual in the road. As such, 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 -**

Due to a combination of the design, degree of separation and the orientation of the proposed new house relative to neighbours, it is considered that the proposals would provide acceptable relationships with all its neighbours. The occupiers of No.31 have requested that the developer provide a taller fence to the side boundary of the new house in order to maintain adequate mutual privacy between the properties. However, the provision of a taller fence in this location is not considered necessary to impose. It is considered that acceptable and appropriate boundary enclosures between the two properties (and, indeed, the other adjacent properties) can be secured by the imposition of the usual planning condition concerning boundary enclosures.

The occupiers of No.31 Whites Road have also raised queries concerning the position of the boundary line between their property and the application property. However this is a private property matter that they can only resolve in dialogue with the applicant. It is not a matter that can be taken into account in determining this planning application.

It is considered that the relationship of the proposed new house with the retained house at No.29 Whites Road is considered to be acceptable. It is not considered that any other property in the vicinity would be materially and adversely impacted by the proposed development. It is considered that the proposed development would have an acceptable impact upon neighbours.

### **4. The living environment created -**

The proposed house would provide accommodation meeting the Government minimum internal floorspace standards appropriate for 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. 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 -**

The proposed development would utilise the existing vehicular access to Whites Road. Planning permission is not required for the creation of the new vehicular access to serve the parking proposed for the existing house because Whites Road is not a classified road. The

only consent required in this respect is for the applicants to independently obtain a licence under the Highway Act from the highway authority, Hampshire County Council.

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 significant in the context of a road already serving approximately 50 dwellings. The Highway Authority (Hampshire County Council) has raised no objections to the proposed development on the grounds of any alleged inadequacy in the capacity of the road to serve the traffic associated with the proposed development.

The proposed development makes provision for on-site parking comprising two parking spaces each. Although no visitor parking can be provided, this requirement of the adopted 'Parking Standards' SPD is for provision of a fraction of a parking space when applied to a single proposed dwelling, which is not considered to be reasonable nor realistic. The notional loss of a street parking space as a result of the formation of a new vehicular access to serve parking for the existing house can already occur without the need for planning permission. Cycle parking could be provided by sheds at each of the proposed house plots. It is therefore considered that the proposals meet the Council's adopted parking standards and, as such, the proposed development makes appropriate and acceptable provision for parking on-site to support itself.

Whilst objectors have highlighted existing parking congestion problems in Whites Road and expressed concern that these would be exacerbated by the proposals, it is not considered that existing residents would experience any material additional loss of existing street parking. Further, it is not considered appropriate or reasonable for developers to be required to resolve existing problems in the area of this nature, which do not mitigate the impact of the proposal, in order to secure planning permission. Additionally, in any event, it is current Government guidance that denying planning permissions on highways grounds is only justified and appropriate where the safety or convenience of highway users would be subject to severe harm.

Although not shown on the submitted plans, it is considered that there is adequate space available within both the proposed and existing house plots for the storage of refuse/recycling bins. The usual planning condition can be used to ensure that adequate on-site storage for bins is provided. It is considered that bin collection would be no different from that undertaken from all other properties in the road.

The Highway Authority (Hampshire County Council) considers the proposals to be acceptable.

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 1 net new residential unit 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 Rushmmor Local Plan Policy NE1 and the 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 NE1 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 received an allocation of SANGS capacity from the Council's Southwood Woodland II SANGS scheme sufficient for the new dwelling unit proposed. The attendant SPA financial contribution has been secured by the applicants entering into a satisfactory s106 Planning Obligation to require payment of a financial contribution of £7,211.00 towards SPA mitigation and avoidance (comprising £6,500.00 SANGS and £711.00 SAMMS contributions) upon the implementation of the proposed development.

#### Conclusions of Appropriate Assessment.

On this basis, the Council are satisfied that the applicants have satisfactorily mitigated for the impact of their proposed development on the Thames Basin Heaths SPA in perpetuity in compliance with the requirements of 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.

The application site is not considered to have any significant nature conservation interest. The majority of the proposed development would be in the vicinity of a modern-style flat-roofed garage at the site to be demolished. However the applicants are independently subject to the requirements and obligations of the Wildlife & Countryside Act 1991 in respect of protected wildlife species. It is considered that a planning condition can be used to secure the biodiversity gain that is proposed.

#### **7. Surface Water Drainage -**

Notwithstanding the requirements of New Rushmoor Local Plan Policies NE6-8 it is considered that the proposal would not worsen the existing situation with regard to surface water drainage from this site given that the site is already developed coverage, mainly by the existing building and hard-surfaces. The site is identified as being land at the lowest risk of flooding. Accordingly, it is considered that the proposals are acceptable having regard to Policies NE6-8.

#### **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 is acceptable in highway terms. Subject to the provision of a contribution towards the Southwood Woodland II SPA mitigation scheme 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, 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 17 June 2020 to secure the SPA contributions 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 17 June 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 – B.01, L.01, EX.01, EX.02, EX.03, EX.04, EX.05, P.01, P.02, PL.01, PL.02, PL.03, PL.04 & PL.05; and Design & Access Statement.

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

3. Notwithstanding any indication of materials which may have been given in the application, or in the absence of such information, construction of the following elements of the development hereby approved [the external walls, roofing materials, window frames/glazing, and rainwater goods] shall be undertaken using materials matching those used in the existing dwelling and thereafter retained.

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 and also to the existing dwellinghouse at No.29 Whites Road to be retained as indicated on the approved plans. Thereafter these 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/biodiversity 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; and
- (e) 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 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. In the event that unforeseen ground conditions or materials which suggest potential or actual contamination are revealed at any time during implementation of the approved development it must be reported, in writing, immediately to the Local Planning Authority. A competent person must undertake a risk assessment and assess the level and extent of the problem and, where necessary, prepare a report identifying remedial action which shall be submitted to and approved in writing by the Local Planning Authority before the measures are implemented.

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

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

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

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

14. Prior to occupation of any part of the development hereby approved, details of the siting and means of enclosure of refuse bin storage areas which, (where appropriate, shall include facilities for the storage of wheelie bins,) have been submitted to and

approved in writing by the Local Planning Authority. The development shall be carried out and retained in accordance with the details so approved.

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

15. Prior to occupation of any part of the development hereby approved, details of the siting and means of enclosure of cycle storage areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and retained in accordance with the details so approved.

Reason – In the interests of visual amenity and highway safety. \*

16. 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 and D 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 to prevent adverse impact on traffic and parking conditions in the vicinity.

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 additional windows, doors or openings of any kind shall be inserted in the side elevations and roof of the new development hereby permitted without the prior permission of the Local Planning Authority.

Reason - To protect the amenities of neighbouring residential properties.

## INFORMATIVES

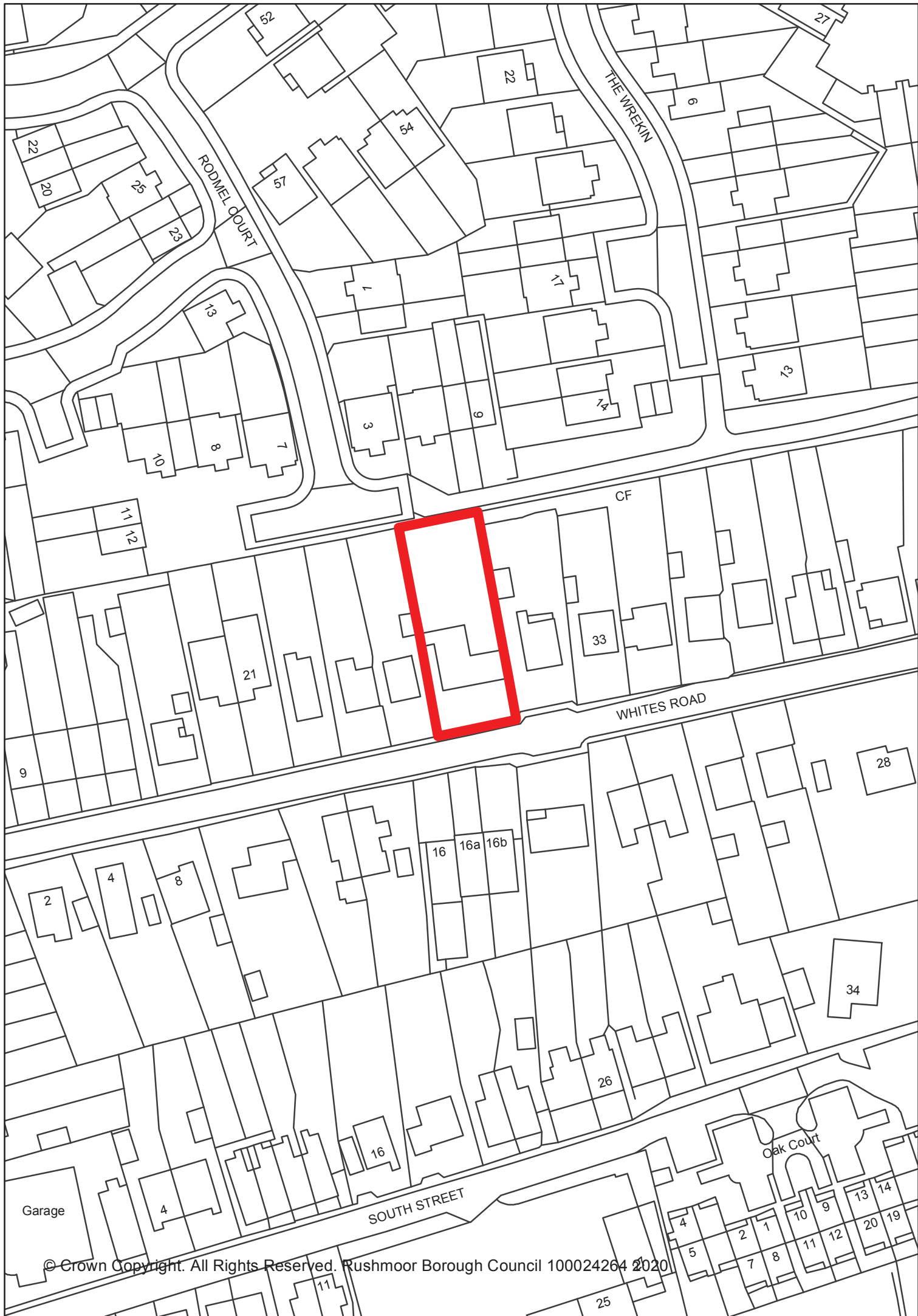
- 1 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because:-

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 is acceptable in highway terms. Subject to the provision of a contribution towards the Southwood Woodland II SPA mitigation scheme 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, 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 - 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.
- 11 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.





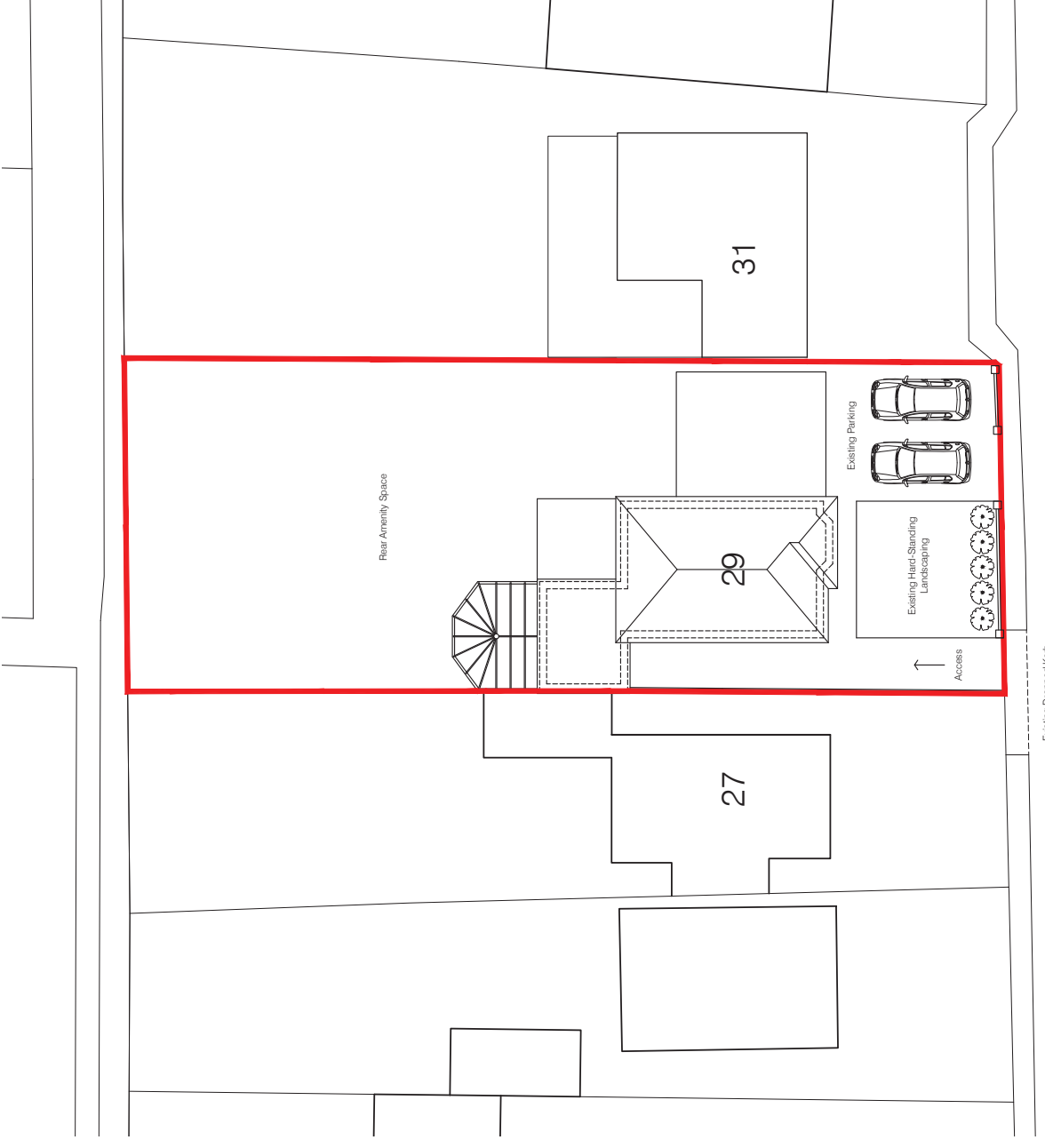
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REV	DATE	DESCRIPTION	INITIAL	CHECKED
<b>PLANNING</b>				



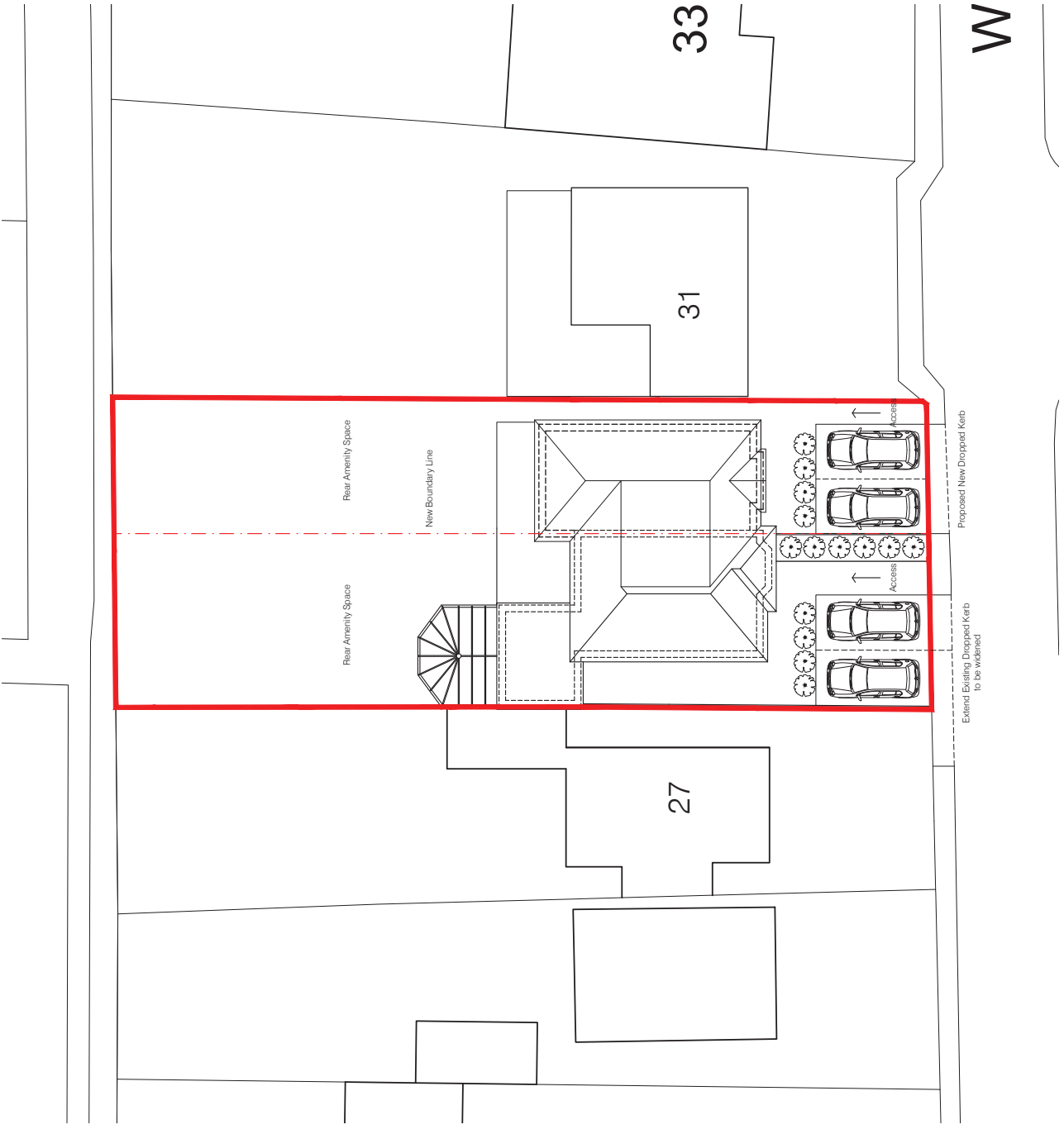
harding rose architects

CLIENT  
Pinecraft Development Ltd  
PROJECT  
29 Whites Road, Farnborough, GU14 6PB

TITLE  
Existing Site Plan

SCALE 1:200 @ A3	DATE 09.05.19	PROJECT NO. 19.748	P.01
DRAWN JC			

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REV	DATE	DESCRIPTION	INITIAL	CHECKED
<b>PLANNING</b>				



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CLIENT Pinecraft Development Ltd  
 PROJECT 29 Whites Road, Farnborough, GU14 6PB

TITLE Proposed Site Plan

SCALE	DATE	PROJECT NO.	P.02
1:200 @ A3	09.05.19	19.748	
DRAWN	JC		

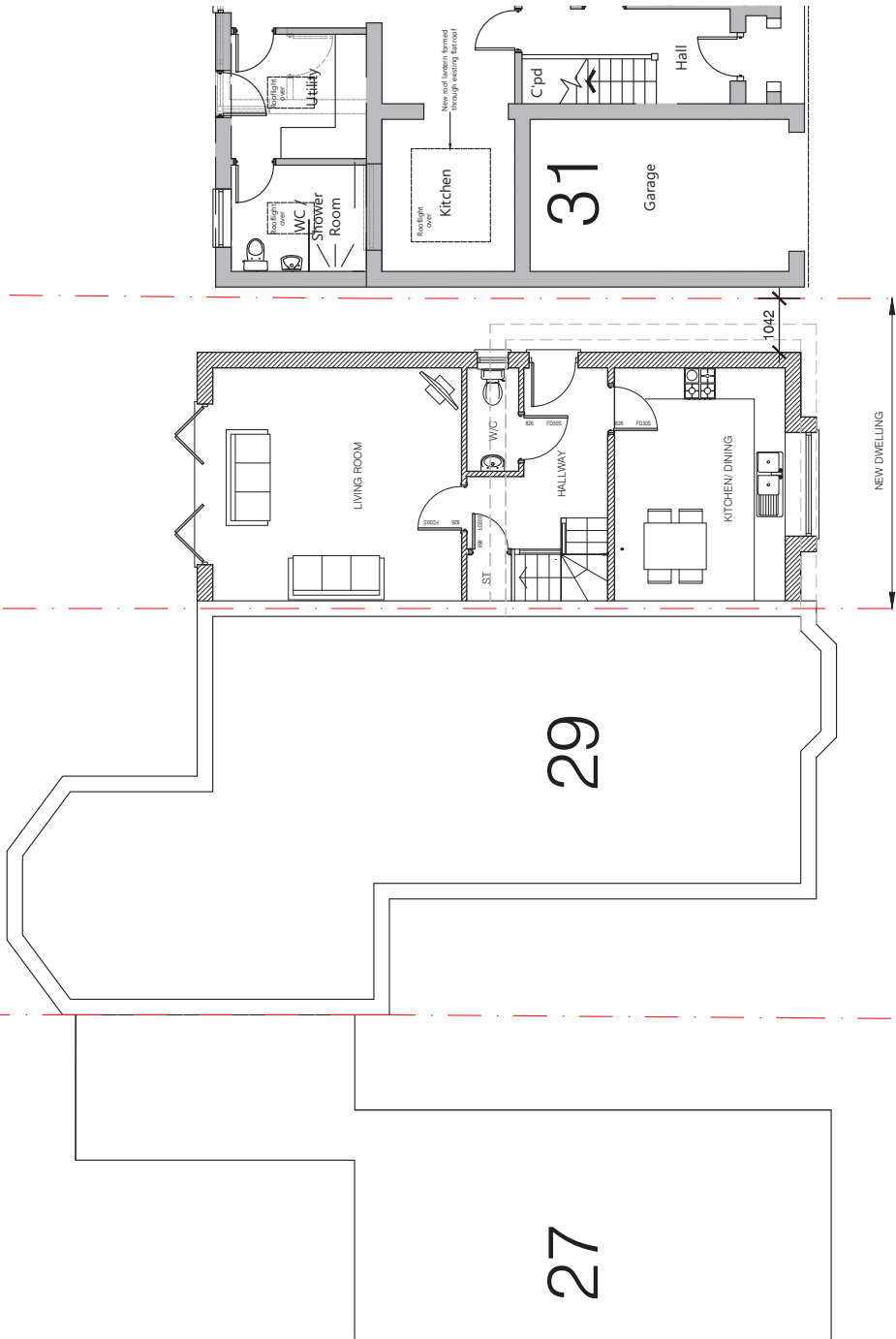
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GROUND FLOOR PLAN

REV	DATE	DESCRIPTION	INITIAL	CHECKED
<b>PLANNING</b>				



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CLIENT

Pinecraft Development Ltd

PROJECT

29 Whites Road, Farnborough, GU14 6PB

TITLE

Proposed Plans

SCALE

1:100 @A3

DATE

09.05.19

DRAWN

JC

PROJECT NO.

19.748

PL.01

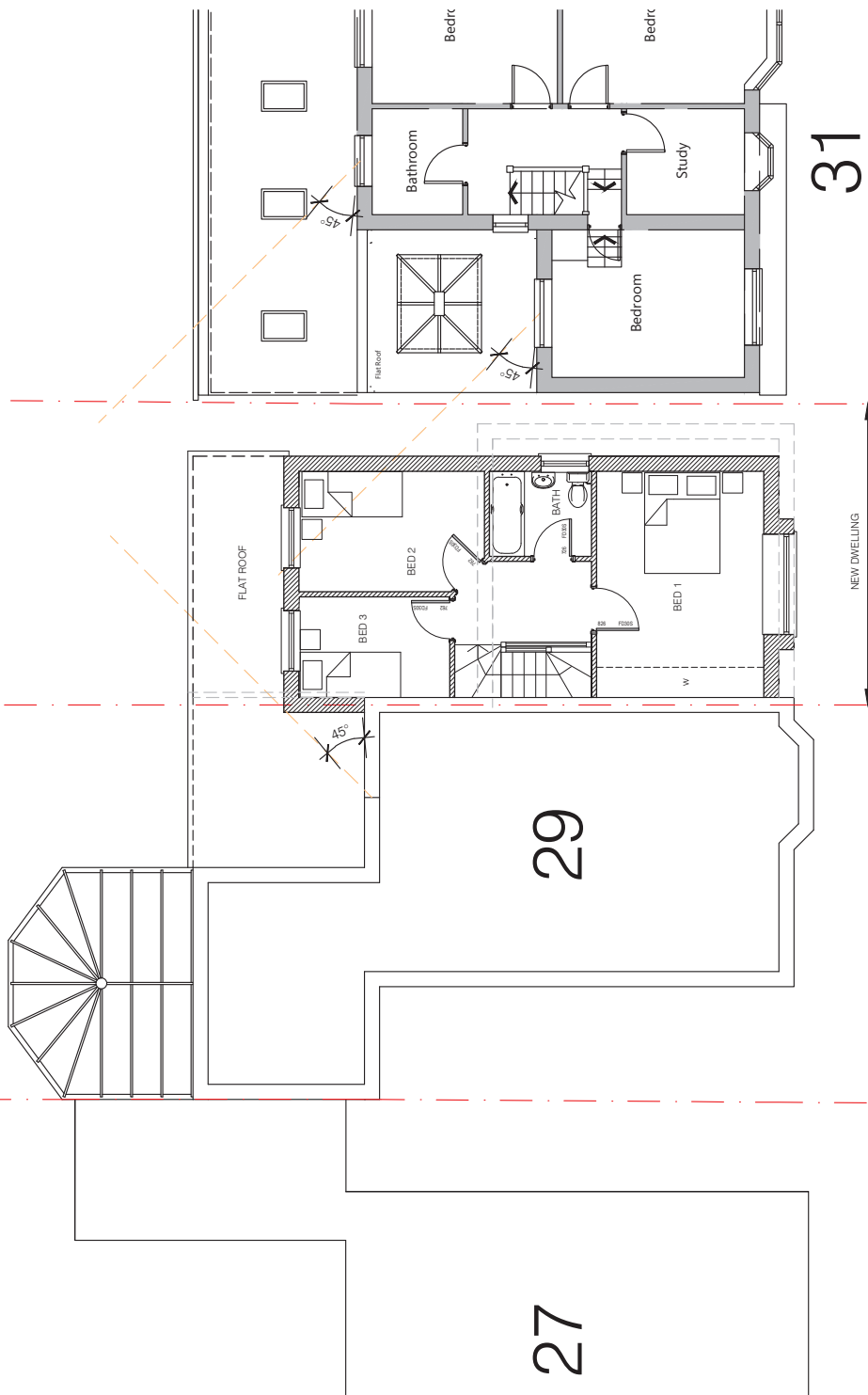
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Rev A - Internal alterations and change to front elevation - 13.02.20 - JC

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		<b>PLANNING</b>		



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PROJECT

29 Whites Road, Farnborough, GU14 6PB

TITLE

Proposed Plans

SCALE

1:100 @A3

DATE

09.05.19

DRAWN

JC

PROJECT NO.

19.748

PL.02

FIRST FLOOR PLAN

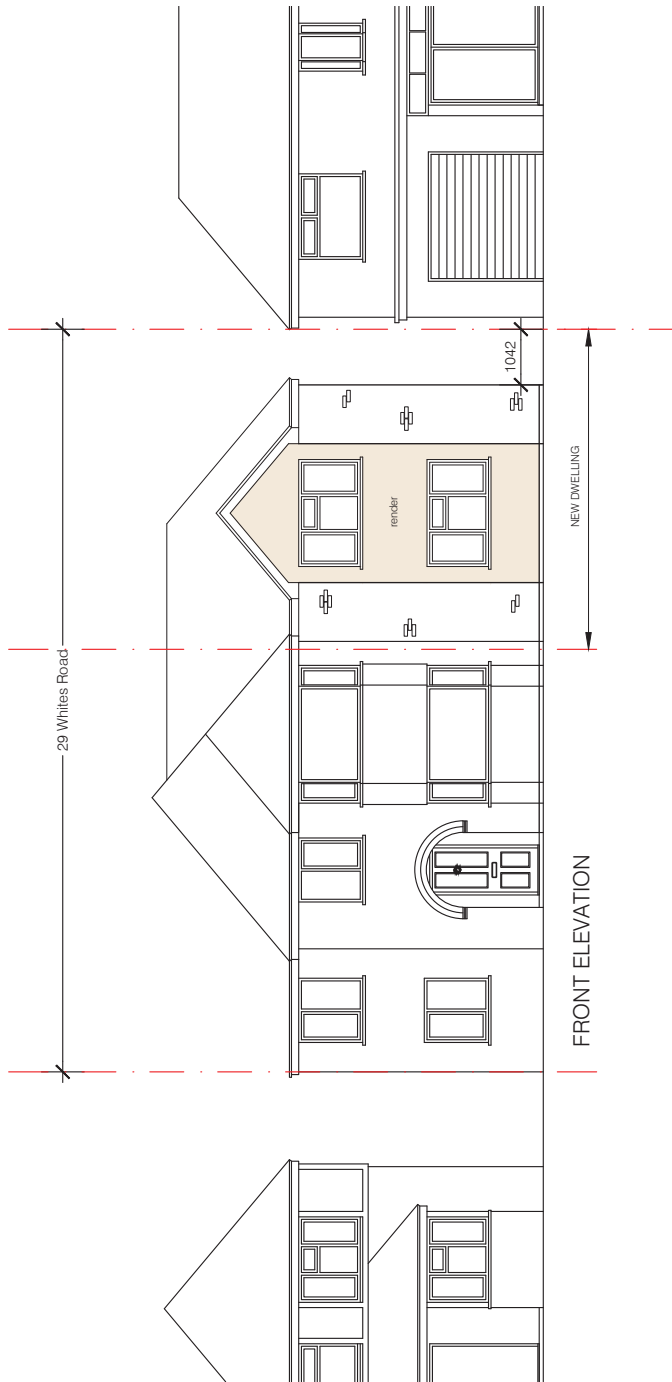
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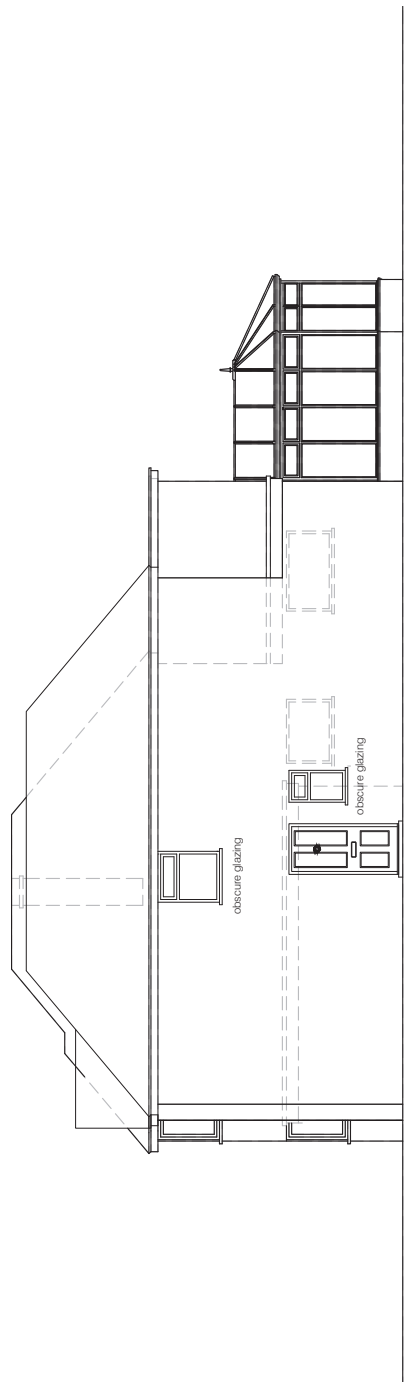
FRONT ELEVATION

NEW DWELLING

render

1042

29 Whites Road



SIDE ELEVATION

Rev A - Internal alterations and change to front elevation - 13.02.20 - JC

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PROJECT

29 Whites Road, Farnborough, GU14 6PB

TITLE

Proposed Elevations

SCALE

1:100 @A3

DATE

09.05.19

DRAWN

JC

PROJECT NO.

19.748

PL.04

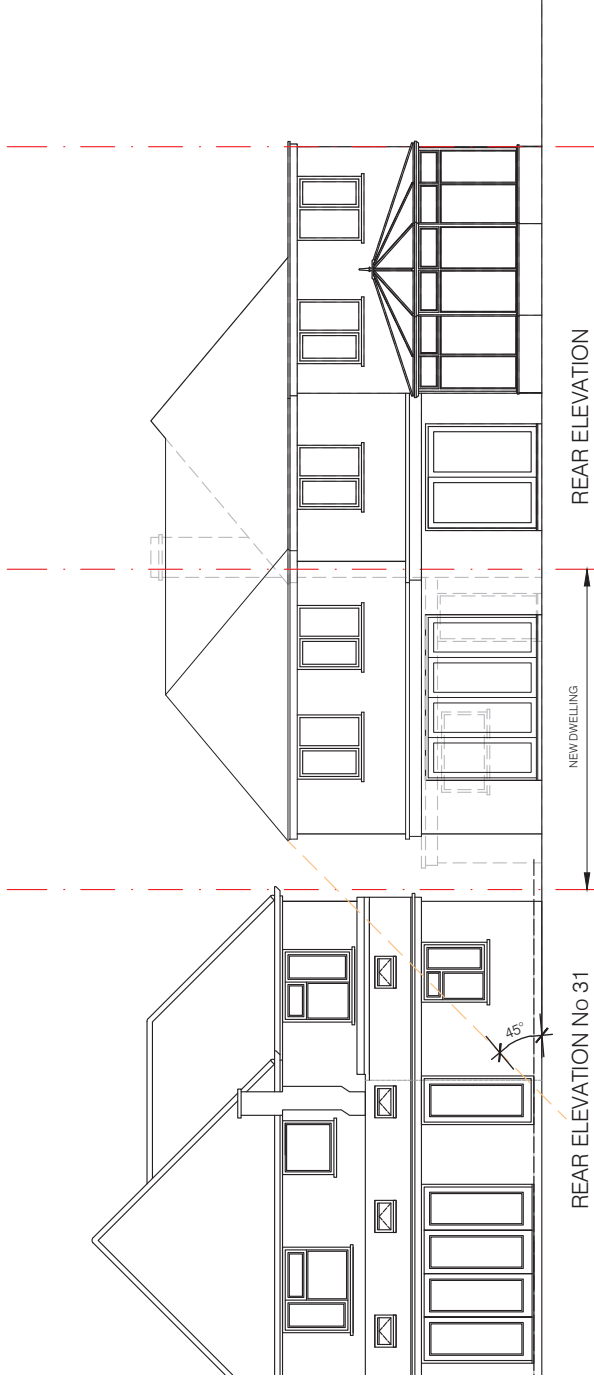
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Rev A - Internal alterations and change to front elevation - 13.02.20 - JC

REV	DATE	DESCRIPTION	INITIAL	CHECKED
<b>PLANNING</b>				



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TITLE

Proposed Elevations

SCALE

1:100 @A3

DATE

09.05.19

DRAWN

JC

PROJECT NO.

19.748

PL.05