

**Development Management Committee**  
**26<sup>th</sup> May 2021**

The information, recommendations and advice contained in this report are correct as at the date of preparation, which is more than two weeks in advance of the Committee meeting. Because of these time constraints some reports may have been prepared in advance of the final date given for consultee responses or neighbour comment. Any changes or necessary updates to the report will be made orally at the Committee meeting.

Case Officer	Maggie Perry
Application No.	21/00108/REMPP
Date Valid	12th February 2021
Expiry date of consultations	5th May 2021
Proposal	Part Approval of Reserved Matters for the construction of 430 residential dwellings together with associated landscape, access and parking in Part of Development Zone K (Stanhope Lines East) and Part of Development Zone M (Buller) pursuant to Condition 4 (1 to 21), attached to Hybrid Outline Planning Permission 12/00958/OUT dated 10th March 2014
Address	<b>Zone K - Stanhope Lines East And Zone M Buller, Wellesley, Aldershot Urban Extension, Alisons Road, Aldershot, Hampshire</b>
Ward	Wellington
Applicant	Mr Robin Pearmain on behalf of Taylor Wimpey (West London) and Grainger (Aldershot Ltd.)
Agent	Mr Peter Warren (Savills)
Recommendation	<b>GRANT</b>

## **Description**

### *Background & Site:*

On the 10th March 2014 hybrid outline planning permission (ref: 12/00958/OUT) was granted for the redevelopment of land at the Ministry of Defence's former Aldershot Garrison for up to 3,850 no. dwellings together with associated infrastructure, including a neighbourhood centre, employment provision, schools and a suite of Suitable Alternative Natural Greenspace (SANG). The Aldershot Urban Extension is known as Wellesley.

The Wellesley Master Plan, approved as part of hybrid outline planning permission ref: 12/00958/OUT is divided into a series of manageable areas called Development Zones. Condition 4 of the outline planning permission sets out the reserved matters that require approval prior to the commencement of each development zone.

The application site of 13.48 hectares comprises part of Development Zone K (Stanhope Lines East) and part of Development Zone M (Buller). The latest approved Illustrative Delivery Plan

for Wellesley (Affordable housing Strategy Revision 6) indicates that Development Zone K Stanhope Lines East will deliver 250 units and Development Zone M Buller will deliver 235 residential units (a total of 485).

The application site does not include Parade Park or the proposed destination play area located at the western end of Zone K, which will be considered with the Neighbourhood Centre (Development Zone L). It is also noted that the s106 legal agreement for Wellesley includes a requirement for up to 100 Extra Care Units within Buller Zone. This will be submitted as a future stand alone application.

Development Zone K (Stanhope Lines East) is in the Aldershot Military Conservation Area. This is subject to an Article 4 Direction which restricts certain Permitted Development Rights. The site is described in greater detail in the commentary below.

### *The Proposal*

This Reserved Matters Application (RMA) is submitted part pursuant to Condition 4 (1 to 21), attached to hybrid outline planning permission 12/00958/OUT dated 10th March 2014.

The application is for the construction of 430 residential dwellings, together with associated landscaping, access and parking. The development would range from 2 to 4 storeys in height and would comprise a mix of houses and flats. 129 of the dwellings would provide affordable housing. Vehicular and pedestrian access would be from Alisons Road via Maida Road from the north east, Mandora Road and Steeles Road from the east, Queen's Avenue from the west, and Hope Grant's Road from the south.

Various amendments have been made to the development proposals during the course of the planning application in response to consultee responses and Officer advice to address relevant planning policies and guidance. These amendments are discussed in corresponding sections of the report.

### *Reserved Matters*

Condition 4 of the hybrid outline planning permission sets out the 'reserved matters' that require approval prior to the commencement of each Development Zone, as follows:

- 1) Scale and external appearance;
- 2) Landscaping (hard and soft);
- 3) Ecology;
- 4) Remediation;
- 5) Air quality (if required);
- 6) Heritage Trail Details;
- 7) Infrastructure and Drainage ;
- 8) Trees;
- 9) Levels;
- 10) Construction Environmental Management Plan;
- 11) Construction Traffic Management Plan;
- 12) Statement of Compliance with Design Code 3;
- 13) The layout of the development, including the positions and widths of roads and footpaths;
- 14) Landscaping, including a landscaping design showing the planting proposed to be undertaken, the means of forming enclosures, the materials to be used for paved and

- hard surfaces and the finished levels in relation to existing levels;
- 15) The design and external appearance of all buildings, plant and tanks, including details of the colour and texture of external materials to be used, together with samples of all external facing and roofing materials;
  - 16) The layout of foul sewers and surface water drains;
  - 17) The measures to be taken to protect adjacent areas from excessive noise;
  - 18) Measures to protect the occupiers of residential property from external noise;
  - 19) The provision to be made for street lighting including measures to prevent spillage and light pollution;
  - 20) The provision to be made for the storage and removal of refuse from the premises,
  - 21) Archaeological watching brief.

The Applicant's Planning Statement sets out a list of the relevant documents to be considered in relation to each of the reserved matters. The planning application (including drawings) is accompanied by the following supporting documents:

- Planning Statement (Savills, February 2021);
- Statement of Community Involvement (Savills, February 2021);
- Design & Access Statement (OSP, February 2021)
- Arboricultural Method Statement (James Fuller, February 2021);
- Noise Assessment ref: 784-B024516 (Tetra Tech, January 2021)
- Lighting Assessment ref: B024516 (Tetra Tech, February 2021)
- Ecological Impact Assessment (Lindsay Carrington Ecological Services Ltd, February 2021);
- Written Scheme of Investigation for Archaeological Evaluation ref: 213421.2 (Wessex Archaeology, February 2021)
- Combined Phase I Desk Study and Phase II Site Investigation ref LP2388 Issue 3 Report (Leap Environmental, 10<sup>th</sup> February 2021)
- Drainage Strategy and Maintenance Management Plan ref: 20-284 (Odyssey, March 2021)
- Landscape Management Plan (Allen Pyke Associates, February 202);
- Energy Statement (Abbey Consultants, February 2021);
- Construction Traffic Management Plan ref 20-284 (Odyssey, February 2021);
- Construction and Environmental Management Plan (Odyssey, February 2021);
- Affordable Housing Development Zone Strategy and Reserved Matters Statement (Savills, February 2021):
- Site Wide Affordable Housing Strategy, Revision 7 DRAFT (Grainger plc, February 2021).

## Consultee Responses

RBC Housing Strategy and Enabling Team:	Confirmed no objection.
RBC Arboricultural Officer:	No comments.
RBC Community - Contracts:	Confirmed no objection subject to clarification of specific points.
RBC Planning Policy:	No objection in principle. Provided detailed comments.

RBC Environmental Health:	Confirmed no objection.
RBC Conservation Officer:	Confirmed no objection.
HCC Highways Development Planning:	Confirmed no objection.
HCC Senior Archaeologist:	Confirmed no objection.
HCC Surface Water Drainage:	Confirmed no objection subject to further information that will be submitted under Condition 13 of the Outline Planning Permission.
Basingstoke Canal Authority:	No comments.
Natural England:	Confirmed no objection.
Hampshire Fire & Rescue Services:	Provided general guidance and advice.  <i>Response: These comments have been forwarded to the Applicant for consideration.</i>
Crime Prevention Design Advisor:	Provided guidance and advice.  <i>Response: These comments have been forwarded to the Applicant's Planning Agent for consideration.</i>
Thames Water:	Confirmed no objection.
Southern Gas Network:	No comments
South East Water:	No comments.
Aspire Defence Services Ltd.	No comments
Aldershot Garrison:	No comments .

### **Neighbours notified**

In addition to posting two (2) site notices and a press advertisement, seventy-two (72) letters of notification were sent to neighbouring owner/occupiers. The overall consultation period expired on 19<sup>th</sup> March 2021.

A Statement of Community Involvement was submitted with the planning application. The statement confirms that the Applicant's project team produced a consultation leaflet which "described the proposal and all key aspects of the design of the development parcels, making use of imagery and providing a layout of the proposed development. The leaflet provided contact details to which interested persons could provide a response, along with the final date for comment." The leaflet was issued to households adjacent to the proposed development parcels, local ward Councillors, the Head Teacher of the Cambridge Primary School and the Wellesley Residents Association.

The statement also confirms that “a detailed programme of engagement was undertaken with the Local Planning Authority, from design inception to the submission of the planning application. In total, eight pre-application meetings were held between Taylor Wimpey and Rushmoor Borough Council between the 2 November 2020 and 2 February 2021.”

## Neighbour comments

Six third-party representations raising objection have been received from the occupiers of residential properties at 16 Inkerman Way, 4 Hope Grant’s Road, 6 Hope Grant’s Road, 22 Hope Grant’s Road, 26 Hope Grant’s Road and 10 Bowden House (15 Hospital Road), Wellesley. The following points are made

- “Contrary to Local Planning Policies
- Loss of Trees
- Overlooking/loss of privacy
  - i. The three-storey apartment block proposed on the corner of Hope Grants Road would over-look our garden.
- Visual Harm
- Unacceptable design or appearance
- Unacceptable size layout or density
  - i. The mixture of proposed apartments, semis and detached housing would not provide rhythm and symmetry on Hopes Grant’s Road.
  - ii. The houses should match those on the opposite side of the road within the adjoining development zones.
  - iii. Existing views will be blocked by the proposed taller buildings in Hope Grant’s Road.
  - iv. Hope Grant’s Road should not be a bus route as this will become a main traffic and pedestrian throughway.

*Case Officer’s Response: Hope Grant’s Road was identified and approved as a primary road and a bus route in the Outline Planning Permission and associated s106 legal agreement.*

- v. This area was always meant to be left as a park or open space on the original plans for Wellesley

*Case Officer’s Response: The proposed size and layout of the linear park reflects the approved masterplan for Wellesley. The approved masterplan and the associated Design Codes include housing along the northeast side of Hope Grant’s Road*

Unless specifically responded to above, the material planning considerations raised above are discussed in the main body of the committee report under the relevant headings.

The following comments received are not material planning considerations:

- The apartment block and semidetached houses will devalue the existing detached houses in Hope Grant's Road.
- Low cost housing attracts low income household sectors and will impact our investments.
- When we purchased the properties, we were told that there would be a park directly opposite us and shops. We have been mis-sold.

### **Policy and determining issues**

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

The following policies of the Rushmoor Local Plan are relevant to this proposal:

SS1	Presumption in Favour of Sustainable Development
SS2	Spatial Strategy
SP5	Wellesley
IN1	Infrastructure & Community Facilities
IN2	Transport
HE1	Heritage
HE3	Development within or adjoining a Conservation Area
HE4	Archaeology
DE1	Design in the Built Environment
DE2	Residential Internal Space Standards
DE3	Residential Amenity Space Standards
DE4	Sustainable Water Use
DE6	Open Space, Sport & Recreation
DE7	Playing Fields and Ancillary Facilities
DE10	Pollution
LN1	Housing Mix
LN2	Affordable Housing
NE1	Thames Basin Heaths Special Protection Area
NE2	Green Infrastructure
NE3	Trees and Landscaping
NE4	Biodiversity
NE8	Sustainable Drainage Systems

The Council's adopted supplementary planning documents (SPDs) 'Car and Cycle Parking Standards', 2017, Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (AMS) as updated April 2021 and Aldershot Military Conservation Area Appraisal and Management Plan (RBC, February 2021) are also relevant.

The *National Planning Policy Framework (NPPF)*, which was revised and came into force on 19th February 2019, and The Department for Communities and Local Government's Technical Housing Standards (2015) are material considerations.

The proposals have been assessed against the policy framework outlined above and all other relevant material considerations. The main determining issues in the assessment of the proposals are:

- The principle of development
- Housing tenure & mix
- Layout, massing & design
- Heritage & conservation
- Transport, parking & access
- Impact on neighbours
- Living environment created for future residents
- Nature conservation and trees
- Flood risk & drainage
- Sustainable construction & renewable energy
- Archaeology

## **Commentary**

### **The principle of development –**

The site falls within the defined urban area of Aldershot and forms part of the wider Aldershot Urban Extension (Wellesley) development as described in Policy SP5 (Wellesley) of the Rushmoor Local Plan. The Aldershot Urban Extension is a key part of Rushmoor's strategy for meeting the Borough's long-term housing needs and for supporting the economic growth and regeneration of Aldershot Town Centre.

The principle of the residential redevelopment of the application site and specifically Zone K (Stanhope Lines East) and part of Development Zone M (Buller) was established with Hybrid Outline Planning Permission 12/00958/OUT. The approved Wellesley Master Plan is divided into a series of manageable areas called Development Zones. Condition 4 of the outline planning permission sets out the reserved matters that require approval prior to the commencement of each development zone.

The application site comprises part of Development Zone K (Stanhope Lines East) and part of Development Zone M (Buller). The latest approved Illustrative Delivery Plan for Wellesley (Affordable housing Strategy Revision 6) indicates that Development Zone K Stanhope Lines East will deliver 250 units and Development Zone M Buller will deliver 235 residential units (a total of 485 private and affordable units). It is also noted that the s106 legal agreement for Wellesley includes a requirement for up to 100 Extra Care Units within Buller Zone, to be submitted as a future standalone application. The current application proposes residential 430 units and does not incorporate the proposed Extra Care Site at Buller Development Zone.

A set of Design Codes was approved as part of the outline planning application. Design Code Document 1 sets out general design code principles and Design Code Document 2 provides definitions and technical specifications. These documents apply to the entire AUE site, whereas a Design Code Document 3, providing zone-specific requirements, is required for each Development Zone (secured by Condition 3 of the outline permission).

A Design Code Document 3 and Arboricultural Method Statement was approved for Zone K Stanhope Lines East on 7<sup>th</sup> July 2020 (ref: 19/00802/CONDPP) and Zone M Buller on 8<sup>th</sup> July 2020 (ref: 19/00858/CONDPP). These documents have informed the design of the Reserved Matters Application. The Planning Statement submitted with the Reserved Matters Application incorporates a 'Schedule of Compliance with the Approved Design Principles (Design Code Document 3), in accordance with the requirements of Condition 4 of the outline permission.

In summary, it is considered that the Reserved Matters Application proposals, as amended during the course of the planning application, sufficiently reflect the terms of the outline planning permission, parameter plans and the principles of the Design Code 3 documents as approved. The proposals are acceptable in principle, subject to detailed assessment against relevant national and local planning policies and guidance.

### **Housing Tenure & Mix –**

The current scheme for 430 dwellings at Zone K (Stanhope Lines East) and at Zone M (Buller) would comprise of 54 one-bed flats, 42 two-bed flats, 104 two-bed houses, 159 three-bed houses, 54 four-bed houses and 17 five-bed houses.

The table below provides details of tenure and mix:

<b>Dwelling type</b>	<b>1-bed</b>	<b>2-bed</b>	<b>3-bed</b>	<b>4-bed</b>	<b>5-bed</b>	<b>Total</b>
<b>Affordable Flats</b>	38	19				<b>57</b>
<b>Affordable Houses</b>	0	33	27	12		<b>72</b>
<b>Private Flats</b>	16	23				<b>39</b>
<b>Private Houses</b>		71	132	42	17	<b>262</b>
<b>Totals</b>	<b>54</b>	<b>146</b>	<b>159</b>	<b>54</b>	<b>17</b>	<b>430</b>

**Table 1: Accommodation schedule**

The development would deliver a large proportion of two and three bedroom dwellings, and this mix has been established through the Hybrid Outline Planning Permission's site-wide housing mix and in accordance with the updated Affordable Housing Strategy. Further, the proposed mix is welcome in the context of the Strategic Housing Market Assessment (SHMA) 2016, which identifies the number of homes and the mix of housing which will be required within the Hart, Rushmoor and Surrey Heath Housing Market Area to meet future need. In this regard, the SHMA suggests that the greatest demand between 2014 and 2032 in Rushmoor will likely be for two and three-bedroom homes. The proposal is therefore consistent with Policy LN4 (Housing Mix).

#### *Affordable Housing*

Whilst Policy LN2 (Affordable Housing) of the Local Plan requires a minimum of 30% of dwellings to be provided as affordable homes on sites of 11 or more dwellings, Policy SP5 requires a minimum of 35% of all residential units at Wellesley to be provided as affordable



housing, which is reflected within the s106 legal agreement associated with hybrid outline permission 12/00958/OUT. The Wellesley s106 legal agreement further specifies that 60% of the affordable housing shall be affordable/social rented and 40% intermediate (shared ownership).

Paragraphs 2.11, 2.12 and 2.13 of the Wellesley legal agreement require an Affordable Housing Development Zone Strategy (AHDZS) to be submitted to the Council for approval with the first Reserved Matters Application in any Development Zone. The strategy should set out the number of estimated Reserved Matters Applications within the Development Zone and the proposed quantum of affordable housing units provided for each application to be applied within that Development Zone.

Each subsequent Reserved Matters should be accompanied by a statement confirming the proposals for affordable housing within the reserved matters application area are in compliance with the Affordable Housing Strategy. To allow a degree of flexibility, the Affordable Housing Strategy (AHS) contained within Schedule 16 of the Wellesley s106 permits a variance of 5% of affordable housing between individual Development Zones, i.e. each Development Zone should provide between 30% and 40% affordable housing. This is to allow for site specific constraints.

In accordance with the above, an Affordable Housing Development Zone Strategy and Reserved Matters Statement has been submitted with the current application, together with a Draft Affordable Housing Strategy Revision 7 (February 2021). These strategies reflect adjustments which have been agreed in principle with the Council's Housing Strategy and Enabling Officer. A condition is proposed to secure a finalised Revision 7 of the Affordable Housing Strategy, which forms part of the original Wellesley s106 legal agreement.

The Council's Housing Strategy and Enabling Officer has confirmed the numbers and the tenure split proposed are acceptable. 129 of the total 430 units proposed would deliver affordable housing (AH), of which 78 (60%) would be affordable rent and 51 (40%) intermediate/shared ownership. It is noted that the minimum number of AH, 30% overall has been provided in this RMA but this falls within the agreed % variance built into the AHS.

The scheme has been designed to be tenure blind and the application confirms that all affordable units have been designed to meet the Nationally Described Space Standards reflected in Local Plan policy DE2. During the pre-application process amendments to the scheme's layout were secured to improve the clustering of affordable housing within the scheme, in response to the Council's Housing Strategy and Enabling Officer's advice.

There is a requirement for 10% of the affordable rented dwellings on any Reserved Matters Area to be wheelchair user homes to meet the requirements of Building Regulations Part M4(3), taking into account guidance produced by Habinteg. In this regard 8 of the affordable rented units would meet wheelchair-housing standards with direct access to disabled parking. The proposed wheelchair units would comprise 2 x one-bedroom flat, 1 x two-bedroom flat, 3 x 2 two-bedroom houses and 2 x three-bedroom houses.

## **Design & Impact on Heritage Assets -**

### ***The Design Codes***

The current Reserved Matters Application relates to part of Zone K - Stanhope Lines East and part of Zone M – Buller Development Zones. The Development Zones Matrix contained within

the approved Design Code Document 1 – General Design Principles (DCD1) of the Outline Planning Permission, identifies the character areas and level of code control within each of the Wellesley Development Zones.

DCD1 describes the key elements of Stanhope Lines East as:

- Residential Use
- Maximum height of 5 storeys
- Character Areas C, E & F (Sub character areas C2-3, E 1-5 & F3)
- Code control HOT
- Within a Conservation Area (Aldershot Military Town Conservation Area)
- Predominantly render & brick
- Retained trees
- Listed Monument
- Demolition of existing buildings
- Destination Play Space

DCD1 describes the key elements of Buller as:

- Residential Use
- Maximum height of 5 storeys
- Character Areas D, E & I (Sub character areas D4, E1 & I1)
- Code control HOT and COLD
- Predominantly render & brick
- Retained trees
- Listed Monument
- Demolition of existing buildings
- Destination Play Space

#### *Stanhope Lines East - Development Zone K:*

The illustrative concept plan contained in DCD1 shows Stanhope Lines East as a rectangular zone with residential development arranged around a linear urban park. It is positioned centrally within the Wellesley development and bounded by 10 other Development Zones.

The existing character of Stanhope Lines East is defined by areas of open lawn and mature trees which historically formed part of the military parade ground. Tree works and the demolition of existing buildings on the site has recently taken place. The gradient of the site falls significantly over the width of the site from Hope Grant's Road to Steele's Road.

At its western end the zone fronts Queen's Avenue and the proposed Neighbourhood Centre (Zone L) to the north. Approved Design Code Document 3 explains "*There are no built areas of landscape value proposed to be retained within the zone however the relationship with heritage features at Queen's Avenue and the Neighbourhood Centre are key*". In this regard the Grade II Listed 4<sup>th</sup> Division Headquarters building bounds the site to the north and the 8<sup>th</sup> Division WW1 Memorial falls within the north west corner of the site, fronting Queen's Avenue.

The significance and importance of this zone within Wellesley is reflected by its designation as a 'Hot Area' within the Variable Levels of Design Code Control, where hot areas have the most code control and cold areas have minimal control. Zone K Stanhope Lines East, falls within

Character Areas C, E, F (Sub-character areas C2, C3, E1-5 and F3) (As amended by the approved DCD3).

#### ***Buller - Development Zone M:***

Development Zone M (Buller) is bordered to the north by Alison's Road, to the east by Zone N - God's Acre, to the south by Zone K – Stanhope Lines East and to the west by Neighbourhood Centre (Zone L). It is identified for residential development up to 100 Extra Care Units, as required by the s106 legal agreement. In this regard, the current application site plan excludes the north west corner of the zone, which has been identified as the proposed location of the Extra Care Facility. This will form a future stand alone Reserved Matters Application.

Similar in character to Zone K, the existing site is largely characterised by open lawn with mature trees along the boundaries. Demolition of some existing buildings in the southeast corner of the site has taken place. The approved Design Code Document 3 explains "*There are no built areas of landscape value proposed to be retained within the zone however the relationship with heritage features on Queen's Avenue and the Neighbourhood Centre are key*". In this regard the Grade II Listed 4<sup>th</sup> Division Headquarters buildings bound the site to the west. There is a Site of Importance for Nature Conservation (SINC) to the north of the zone consisting of a grassed road verge and a number of mature trees.

The north, south and west perimeters of the zone are designated as 'Hot Areas' within the Variable Levels of Design Code Control, where hot areas have the most code control and cold areas have minimal control. This designation reflects the sensitive position of site which fronts the primary route of Alison's Road to the north and the heritage assets with the Neighbourhood Centre (4<sup>th</sup> Division HQ Buildings) to the west. The interior of the zone is 'Cold' where there is the least amount of code control. Zone M - Buller, falls within Character Areas D, E, I (Sub-character areas D4, E1 and I1)

#### ***Layout, Massing & Design***

The Planning Statement and comprehensive Design & Access Statement submitted with the application, demonstrate the scheme's compliance with the approved Design Codes for each character/ sub-character area within the Development Zones.

The proposed scheme would range from 2 to 4 storeys in height, comprising of a mix of houses and flats. This phase will deliver the eastern side of the proposed Stanhope Lines linear park, which is the key area of public open space at the heart of Wellesley.

At 40DPH and 45.1DPH the residential density of the proposals falls well within the low and medium densities approved for Zones K and M respectively. The scheme reflects the layout of the illustrative Wellesley Masterplan and the approved parameter plans in relation to layout and road hierarchy (dwg.PP7). The Design and Access Statement demonstrates how the proposed development complies with the setbacks, degrees of street frontage enclosure and material palettes prescribed by the Design Codes.

The proposed building heights would fully accord with the outline planning application Maximum Building Heights Parameter Plan PP4, which stipulates that the majority of the site may accommodate buildings of up to 5 storeys or 20 metres. A diagonal section through the centre of the site would be retained towards Cambridge Military Hospital would provide a view corridor, where buildings would not exceed 3 storeys or 12 metres in height.

A considerable amount of work was carried out at the pre-application stage to ensure that the architecture and detailing of the proposed dwellings would complement the character and quality of the existing adjoining development at Wellesley, particularly within adjoining frontages of Zone A Maida and Zone D McGrigor to the south. Further, during the course of the planning application, the Applicant has worked closely with RBC to secure further positive amendments and improvements to detailed design and appearance of the proposed apartment blocks.

### ***Character, Appearance & Impact on Heritage Assets***

The following commentary is structured around the key character areas of the proposed development:

#### *Hope Grant's Road & Steele's Road*

Design Code Document 1 describes the proposals for two formal tree-lined avenues along the north and south edges of the Character Area (Steele's Road and Hope Grant's Road) which are to be retained and adapted into residential avenues, with built form set back behind trees. The Design Code describes "...predominantly low to medium scale buildings with a consistent character and large front gardens. Detached and semi-detached buildings with a low to medium degree of frontage enclosure."

Steele's Road will provide another substantial green corridor through the development due to the proposed retention of existing mature trees and accommodating the site's topography. The road layout will be more akin to Queen's Avenue than Hope Grant's Road, with landscaped strips either side of the main road and parallel access roads serving the proposed houses.

Hope Grant's Road is the key interface between the existing first phases of Wellesley and the application site. Considerable attention has been given to the detailed design of the street scape to ensure that the adjoining development zones complement one another in character whilst respecting that the different housebuilders' requirements. Several iterations of this street scene were explored during the course of the pre-application process and the proposals were refined to increase the proportion of rendered dwellings where the development faces the Maida Zone and to ensure that the rhythm, proportions, roof shapes and materials of the dwellings are generally consistent with the existing new development along Hope Grants Road.

#### *Stanhope Lines East*

Design Code Document 1 describes the proposals for Stanhope Lines as a "*formal linear park running east-west through the middle of the site, acting as a memory of the original historic parade ground*". Design Code Document 3 explains that the "*street frontage within this sub-character area [E3] will be characterised by detached and semi-detached dwellings regularly interspersed with gaps for access to parking spaces. This will create rhythm in the street scene appropriate for the formal arrangement of the open space*".

The Design and Access Statement notes that there is a conflict in the Design Code between the 3-5 storeys development prescribed for this area and the requirement to create an uninterrupted view across the site to the Cambridge Military Hospital clock tower. The dwellings proposed are a maximum of 2.5 storeys in height and therefore it has been necessary to exceed the level of frontage enclosure prescribed by the Design Code, in order to create a formal sense of enclosure of the rectilinear open space. The sense of enclosure is

also aided by the incorporation of smaller front gardens as specified by the Design Code. Further, during the pre-application process, the Applicant responded positively to officer advice to introduce gable ended rather than hipped roofs in this area to strengthen the uniform character and the presence of the dwellings that address the central linear park.

### *Parade Park Frontage*

Whilst the application site (red line) does not incorporate Parade Park public open space, the proposed development would address the proposed park from the south and the east. In this regard, the Design Code Document 1 describes “... a formal Green Square south of the Neighbourhood Centre, where the zone crosses Queen’s Avenue, with existing and new buildings defining the Square. The Design Code also describes proposals for a “larger scale building on south side of park to match scale of 4th Division HQ building opposite.”

It is considered that the proposed layout of the development around Parade park would accord with the Wellesley Masterplan and the objectives of approved Design Codes. The Applicant’s Planning Statement explains “*The built form [proposed] on the southern edge of Parade Park predominantly comprises apartments with smaller scale detached houses at each end. The main apartment building has been designed to reflect the scale and massing of the fourth division headquarters building on the northern edge of the park...*”

The proposed 3.5 storey apartment building would be constructed in red brick with a grey slate roof and although the massing would reflect the scale and rhythm of the listed building to the north, it would not represent a pastiche. The Applicant worked closely with the Council at pre-application stage to develop an appropriate form of development on the southern edge of this sensitive heritage setting. The elevations and materials have been fine-tuned during the course of the RMA to ensure that the development preserves and enhances the setting of the listed building and memorial within the conservation area.

### *Stanhope Square & Stanhope Mews*

Stanhope Square is located at the eastern end of the Development Zone K below Steele’s Road. Design Code Document 1 describes the proposals for Stanhope Square as “*a discreet, formal public green square surrounded by existing trees. Surrounding medium scale buildings to have a consistent height and facade treatment, forming a high degree of frontage enclosure.*”

The approved Design Code Document 3 introduced a new sub-zone E5 for Stanhope Mews “*in order to create an appropriate sense of arrival and individual feel between the areas of open space within Stanhope Lines and Stanhope Square*”. The character area is described as “*a discreet, intimate mews street, allowing pedestrian movement between other character areas and public amenity space. Dwellings to have a consistent height and façade treatment, forming a high degree of frontage enclosure.*”

Design Code Document 3 states “*this character area presents a sequence of public green and urban spaces of different proportions which are linked together and converge to Stanhope Lines Square*”. The square is shown on the Illustrative Masterplan as being accessible to pedestrians diagonally from northeast to southwest. The pedestrian route would be formed between two mirrored cranked apartment buildings of a maximum height of 4 storeys, which would face Steele’s Road and an area of retained trees, where the existing road bends south to meet Hope Grants Road.

The design of this part of the scheme has perhaps been the most challenging. This is due to the significant change in ground levels in the area of the proposed cranked apartment buildings E and H, which would result in the northernmost building being set one floor lower in the street scene than its counterpart. The Applicant has worked very closely with the Council during the course of the planning application and has submitted additional drawings to demonstrate the impact of the change in levels on the scale and appearance of the proposed development and on access to and around the buildings. As a result of this detailed assessment, significant and positive amendments to the shape and massing of the roof line of the apartment blocks, together with further refinements to the external detail of the apartments. In this regards, Blocks E and H were originally proposed with pyramid hip roofs, however the revised scheme has introduced full gable roof features on the tallest parts of the building and the fenestration and external treatments have been refined, with the aim of creating a more distinctive design and greater sense of place.

Similar amendments to external detailing and materials have also been applied to the other smaller scale apartment buildings within the scheme, where render projected bays and stone surrounds have been replaced with red brick frames and detailing. It is and considered that the scheme has benefited from this consistent architectural approach.

### *Alison's Road Frontage*

Design Code 1 describes Alison's Road East as *"a significant area of green landscape to the south of Alison's Road which is nominated as a Site of Importance to Nature Conservation (SINC)"*. There is also an MoD safety zone in this area which restricts development. The proposed scheme has therefore been designed with a landscaped buffer to the north and would not encroach on these areas. The Design Code describes *"New medium scale buildings on south side of road with a medium-high degree of frontage enclosure and small front gardens set back behind the existing landscape strip."* This part of the development would range from 2.5 to three-storeys and would be visible within the wider street scene. During the course of the application amendments have been made to the proposed detailing and materials to provide a consistent red-brick appearance; sensitive to the character of the heritage buildings within the neighbourhood centre to the west, and around the junction with Queen's Avenue.

### *General Neighbourhood*

The interior of the Buller Development Zone in the northeast corner of the site is allocated as a 'Cold' area in the Design Code where there is less Code control and the 'standard' rather than 'heritage' materials and planting palettes are applicable. Design Code 1 describes General Neighbourhood areas with a residential character with simple buildings fronting onto streets and a standard street and landscape treatment describing a varied mix of small-medium height buildings facing streets with small-medium frontage setbacks. *"These areas are away from key buildings and key areas of public realm, the intention of this Character Area is to achieve a high-quality residential environment by ensuring the compatibility of elements of hardscape and landscape, whilst allowing for more variety and freedom in architectural treatment."*

### Heritage Trail

Condition 4 of the hybrid outline planning permission and the associated s106 legal agreement, requires any Reserved Matters Applications to include details of the relevant part of the Heritage Trail, in relation to that Development Zone. Accordingly, the Design & Access Statement indicates the proposed route of the Heritage Trail, which would span the length of

Stanhope Lines East from Steele's Road and Stanhope Square to the east, through the linear public open spaces and out onto Queen's Avenue via the Grade II Listed 4<sup>th</sup> Division Building and 8<sup>th</sup> Division WW1 Memorial.

### *Conclusion*

It is considered that the scale and layout of the development would accord with the approved Outline Planning Permission parameter plans and the principles set by the approved Design Code Documents 1, 2 and 3. The detailed design accords with the palettes described within the Design Codes, dictated by the variable levels of design code control and the designated character areas. The proposed development responds to the architecture and setting of adjoining heritage assets and adjoining phases. The application provides proposals for hard and soft landscaping and levels in accordance with the requirements of Condition 4 of the outline planning permission. As such, subject to the imposition of planning conditions to seek further details of materials, brick and stone detailing, it is considered that the proposals would safeguard the character and appearance of the area, including the Aldershot Military Conservation Area and the adjoining heritage assets, in accordance with Local Plan policies SP5, HE1, HE3 and DE1

### **Highways Considerations -**

Details of the site layout, roads and footpaths, refuse and recycling storage and a Construction Traffic Management Plan have been submitted with the Reserved Matters Application in accordance with the requirements of Condition 4. A Transport Assessment (including Travel Plans and Public Transport Strategy) was approved as part of the outline planning permission for Wellesley. Road hierarchy principles for the AUE site were established with the approval of the Design Codes and drawing PP7.

### *Access and parking*

Vehicular and pedestrian access would be from Alisons Road via Maida Road from the north east, Mandora Road and Steeles Road from the east, Queen's Avenue from the west and Hope Grant's Road from the south. The proposed layout and design of the roads is consistent with the principles and road hierarchy established in the approved Design Codes and the recently approved infrastructure application ref: 20/00935/FULPP dated 23<sup>rd</sup> April 2021.

Policy IN2 (Transport) requires new development to provide appropriate parking provision in accordance with the Council's 'Car and Cycle Parking Standards' supplementary planning document (SPD) (adopted in November 2017). In terms of car parking, there is 'a presumption that the parking standard (including the visitor parking requirement) should be provided in full' (p.10).

The standards require one car parking space per 1 bedroom dwelling, two spaces for 2/3 bedroom dwellings and three spaces for every residential property of 4 or more bedrooms. For visitor parking there should be 1 visitor parking space for every 3 x 1 bedroom properties and 1 visitor parking space for every 5 properties of 2 or more bedrooms. Parking spaces designed to wheelchair standards should be provided to serve all proposed wheelchair units.

The Outline Planning Permission for Wellesley was granted prior to the adoption of the current Car & Cycle Parking Standards SPD (November 2017) and the first residential phases implemented. Therefore, it was agreed that for Wellesley, garage space parking and '*trandem*' spaces will be accepted, where the roads fronting those properties are of a sufficient width

(5.5m) to allow refuse vehicles to pass in the event that cars were to park on the road. As such, the proposed garage spaces have been counted towards the total car parking provision proposed.

The Planning Statement confirms that 980 car parking spaces will be provided across the site, comprising 884 residential spaces, including 173 garages, and 96 unallocated/visitor spaces. Private parking spaces for the houses would generally be provided within the curtilage of each property on drives and within garages. Parking for the apartment blocks would be within courtyards. Some areas of on-street parking are also proposed, including visitors' parking spaces. The parking plan also indicates where wheelchair unit compliant spaces are proposed in accordance with the relevant standards.

The Planning Statement confirms that cycle storage would be provided in accordance with the Council's standards of 1 space per 1-bed dwelling and 2 spaces per 2, 3 and 4-bed dwelling. In the case of individual houses, it is envisaged that bicycles would be stored within private garages or sheds within the curtilage of the dwelling. Cycle parking for the occupants of the apartments would be provided in secure cycle storage areas close to the block that they serve.

Hampshire County Council (Highways Development Planning) were consulted in relation to the application and have confirmed no objection, commenting *'visibility of 2.4 metres by 25 metres in accordance with a 20mph design speed will need to be ensured from all accesses within the site and 2.4 metres by 43 metres onto the Primary 30mph Street. This visibility would appear to be achievable. Auto tracking for a refuse vehicle has been provided which looks acceptable. The aisle widths would appear to generally be 6 metres which allows for the effective manoeuvring of vehicles. Should adoption be required, the Section 38 process will still need to be undertaken in addition to any planning approval that may be granted by the Local Planning Authority.'*

A condition is proposed to ensure that the parking spaces and cycle stores are implemented and allocated as detailed on the approved plans and retained for the life of the development.

### *Refuse and Recycling Storage*

The proposed development would be serviced by the Council's Community Contracts Team and they have been consulted in relation to the detail of the proposals. The application states that refuse and recycling would be collected from outside the front of each property or from a communal bin collection point and each apartment block would be provided with a communal bin store. The application is also supported by tracking diagrams that HCC have confirmed demonstrate sufficient road widths for access for refuse vehicles. Notwithstanding this, the Council's Community Contracts Team have raised concerns regarding the gradient of the site in relation to servicing the plots along Steele's Road. Therefore, during the course of the application, the Applicant has provided further details regarding the size and surfacing of the proposed bin collection areas in question, as well as confirming technical details of the storage provision across the site generally.

Given the concerns raised above, and notwithstanding the plans submitted with the application, a condition is proposed to secure details of a refuse strategy in accordance with Local Plan policy IN2, including full details of the construction of the proposed bin collection points together with associated signage and a management plan. The developer will also need to confirm that where refuse vehicles would be expected to enter private courtyard areas, the road surface would be suitable for a 32-tonne vehicle.



## *Construction Traffic Management Plan*

A Construction Traffic Management Plan (CTMP) was submitted with the Reserved Matters Application in accordance with the requirements of Condition 4 of the outline planning permission. The report sets out the overall framework for managing the movement of construction and delivery traffic to and from the site, ensuring the use of appropriate routes and minimising any impacts. The CTMP will form part of the site-wide Construction Traffic Management Plan currently in place at Wellesley, which is updated on a two-monthly basis.

### **Impact on neighbours –**

The closest adjoining residential properties are located to the south of the application site, separated by and fronting Hope Grant's Road. Objections have been received from neighbouring occupiers within the Maida Development Zone on grounds of loss of privacy, loss of outlook and disturbance caused by the proposed bus route. However, it is noted that the proposed development accords with the approved Wellesley Masterplan in terms of the layout and scale of the development proposed along Hope Grant's Road. Further, Hope Grant's Road was identified and approved as a primary road and bus route in the Outline Planning Permission.

Given the scale of the proposed development, the separation created by the street and the generous front gardens of the proposed and existing dwellings; it is not considered that the proposed development would result in any unacceptable impact on these properties by reason of overlooking, loss of outlook or loss of privacy. Taking into account the context of the site, the residential nature of the proposed use, and the proposals for future residential phases adjoining the site, it is considered that proposed development would be compatible with and would not result in any demonstrable harm to the amenities of neighbouring occupiers and uses, in accordance with Local Plan policy DE1.

Planning conditions are proposed to restrict the hours of construction and to ensure compliance with the submitted Construction Traffic Management Plan, to safeguard the amenities of neighbouring occupiers during the construction period.

### **Living environment created for future residents –**

The Ministry of Housing, Communities and Local Government's *Technical Housing Standards* (2015) defines minimum floor areas and built-in storage requirements for all new residential dwellings. These standards are reflected within Policy DE2 (Residential Space Standards) of the *Rushmoor Local Plan*. The proposal is for the construction of 430 dwellings, comprising 54 one-bedroom flats, 42 two-bedroom flats, 104 two-bedroom houses, 159 three-bedroom houses, 54 four-bedroom houses, and 17 five-bedroom houses. The accommodation schedule confirms that the proposed dwellings would either meet or exceed the required internal space standards. The Design and Access Statement confirms that the eight (8) affordable rented wheelchair user dwellings will meet the requirements of Building Regulations Part M4(3).

Policy DE3 (Residential Amenity Space Standards) requires all new residential development and conversions *'to provide good-quality, useable private outdoor space in the form of gardens, balconies and/or roof terraces'*. The minimum requirement for private outdoor space is a 5 sq. m balcony within flatted development accessible from the main habitable room, a 15 sq. m garden for 1-2 person dwellings in the form of houses, and a garden space of a minimum of 30 sq.m for family housing (two-bedroom residential units and above). Where it is not possible to provide private outdoor space, additional living space equivalent to the private open

space requirement is expected to be added to the minimum GIA of the dwelling, as outlined in Policy DE2.

The proposed scheme would provide usable private gardens for all houses, which would generally accord with the minimum size requirements set out in policy DE3. Only a small number of the proposed flats would benefit from a balcony, however it is noted that public open space is to be provided at Stanhope Lines East and Stanhope Square and the development will be close to Parade Park and the Play Area situated to the south of the Neighbourhood Centre development zone (Zone L). Further, given that the layout and density of the development was established with the outline planning permission, prior to the adoption of the policy DE3, it is considered acceptable on balance that the internal areas of the proposed apartments have not been increased where balconies have not been provided.

It is considered that the proposed development would provide new dwellings of an acceptable size and layout with sufficient natural light, ventilation and access to adequate private and public amenity space. Sufficient spacing would be provided between dwellings and habitable room windows in order to safeguard against loss of privacy and outlook. The provision of open space across the site would comply with the Green Infrastructure Strategy approved with the outline application.

The Council's Environmental Health Officer has reviewed the Noise Assessment submitted in accordance with the requirements of Condition 4 of the outline planning permission. Double glazing is identified as being sufficient across much of the site (Sound reduction of 30dB Rw+Ctr), to achieve appropriate internal noise environment with windows closed for day and night time, although alternative ventilation will be required. Properties overlooking Alisons Road to the north of the site (see map in Appendix B of the report) will however require enhanced glazing (sound reduction of between 35 dB Rw+Ctr) for bedroom spaces. All private external amenity area receptors are predicted to be below the BS 8233 lower guideline value of 50 dB LAeq,16hours. A condition is proposed to ensure that the proposed mitigation measures are implemented in accordance with the recommendations of the Noise Assessment report.

Consultation comments and advice received from the County's Crime Prevention Design Officer and Fire and Rescue Services, have been forwarded to the Applicant for consideration in the detailed design of the scheme.

It is therefore considered that the development would provide a satisfactory living environment for future residents, in accordance with Local Plan policies DE1, DE2, and DE3.

## **Pollution & Remediation -**

### *Air quality and noise generation*

There would be no significant air quality impact as a result of this residential phase of the development. Therefore, no Air Quality Assessment is required under Condition 4 of the outline planning permission in respect of Development Zones K and M. Further, given the residential nature of the proposals, no issues have been identified in relation to noise generation from the development. The proposed residential use would be compatible with the character of the area with reference to Rushmoor Local Plan policy DE10 Pollution.

## *Lighting*

A Lighting Assessment and details of a lighting scheme have been submitted with the Reserved Matters Application in accordance with the requirements of Condition 4 of the outline planning permission. The Council's Environmental Health Officer has raised no objection to the lighting proposals in respect of the development's potential impact on residential amenity, with regard to Local Plan policy DE10 Pollution. The report also assesses the potential impact of the development on ecological receptors, and this is discussed further in the Ecology section below.

## *Contaminated Land*

A Combined Phase I Desk Study and Phase II Site Investigation Report (Leap Environmental, February 2021) has been submitted with the Reserved Matters Application, in accordance with the requirements of Condition 4 of the outline planning permission. The Council's Environmental Health Officer has reviewed the report and advised:

*"The submitted combined Phase I and Phase II site investigation Report has identified exceedances of Lead, Benzo(a)pyrene, and Naphthalene within the made ground at levels which could pose a risk to human health. In addition, asbestos was encountered at two locations across the site. No risk to ground water has been identified.*

*The results of the gas risk assessment has identified the gas regime on site as a CS2 low risk gas characterisation. This still means however that some level of gas protection measures will be required for the site and further details of these will be required unless further testing revises this assessment.*

*The report recommends a minimum of 600mm clean cover in proposed garden areas and soft landscaping should be made up with a minimum of 150mm of certified clean topsoil. This will likely require the importation of clean topsoil, and possibly subsoil for the site. Specific details of these remedial measures should be detailed within a final remediation method statement that will need to be submitted for approval."*

It is noted that details of contamination investigation and remediation are secured by Conditions 14, 15 and 16 of the outline planning permission in respect of each Reserved Matters Area/ Development Zone. These conditions require further detailed assessments and validation reports to be undertaken in relation to each zone as described above, and will also ensure, if necessary, that suitable additional remedial measures be submitted to the Council in the event that previously unidentified contamination is discovered. As such, no objection is raised at this stage in respect of Local Plan policy DE10 (Pollution).

## *Construction Environmental Management Plan*

A Construction Environmental Management Plan strategy (CEMP) was submitted with the Reserved Matters Application in accordance with the requirements of Condition 4 of the outline planning permission. The purpose of the CEMP is to reduce the risk of adverse impacts resulting from the construction of the development on sensitive environmental resources and to minimise disturbance to local residents and other sensitive receptors, in accordance with the relevant Local Plan policies. The Council's Environmental Health Officer has reviewed the strategy and is satisfied with the measures set out within the CEMP. The CEMP is discussed further in the Ecology section below.

## Nature Conservation & Trees -

The Reserved Matters Application (RMA) includes detailed hard and soft landscape proposals and the submitted Design & Access Statement demonstrates accordance with the planting and materials palettes contained within Design Code Documents 2 and 3. The application is also supported by an Ecological Impact Assessment, Arboricultural Method Statement, Landscape Management Plan, and a Construction Environmental Management Plan.

### *Thames Basin Heaths Special Protection Area*

The Wellesley development includes Suitable Alternative Natural Greenspace (SANG) approved as part of the hybrid outline planning permission (ref: 12/00958/OUT), secured and delivered by s106 legal agreement together with Strategic Access and Monitoring (SAMM) contributions. Taking into account these mitigation measures, the proposals are not likely to have a significant effect, alone or in combination upon the nature conservation interest and objectives of the Thames Basin Heath Special Protection Area (SPA), in accordance with saved South East Plan Policy NRM6, Local Plan policy NE1 and Rushmoor's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (AMS) as updated April 2021. Natural England have therefore confirmed no objection given the SANG and SAMM requirements are fully met under the wider AUE application.

### *Ecology*

An Ecological Impact Assessment (EclA) (Lindsay Carrington, February 2021) has been submitted with the planning application. Phase 2 surveys have been undertaken on the site including a badger activity survey, bat roosting suitability of trees assessment and aerial tree roost inspection surveys. Thirty-three ecological receptors (on and off site) were identified during the EclA, including two designated sites of international importance, five sites of national importance, five of regional importance and twenty sites, habitats and fauna of local importance. The EclA concludes that *"no significant negative impacts from the proposed works were identified during the assessment."* And, based on the mitigation and enhancement measures proposed within the recommendations of the report, and delivered by the existing Wellesley SANG, the proposal *"...will result in a minor positive impact overall."*

The Ecological Impact Assessment identifies Alisons Road SINC (grass verge), which is located 10 meters to the north of the development boundary, and the Basingstoke Canal SSSI, which is located 0.4km from the site. Mitigation measures relating to both the construction and the operational phases of the development are proposed. The measures include mitigation to prevent pollution to identified sensitive receptors which could potentially occur through surface water run-off. In this regard, the Construction Environmental Management Plan submitted with the application includes a recommendation for a Construction Surface Water Management Plan to be submitted for approval prior to the commencement of the development. This can be secured by planning condition.

Section 6 of the Design and Access Statement describes how the scheme seeks to enhance the biodiversity of the site based on the recommendations of the Ecological Impact Assessment. The proposed enhancements include: a hedgehog highway; native hedgerow planting, new tree planting, grassland, wildflower and orchard that will create areas of additional nesting and foraging habitat for nesting birds and commuting bats; the installation of bark boxes suitable for nesting birds; and the creation of habitat piles for invertebrates, nesting birds and hedgehogs.

The Design and Access Statement confirms that the Landscape Management Plan submitted with the RMA *“provides detailed management prescriptions and objectives for the site to ensure that the objectives set out in [the] Design and Access Statement are met in the immediate, short, and long term. Through effective management the public realm and biodiversity value will be managed and monitored for existing and future generations thereby maintaining and improving the setting of the site...”*.

It is therefore considered that subject to appropriate safeguarding conditions, the proposed scheme would mitigate any adverse impacts on wildlife and ecologically sensitive receptors and would provide opportunities for biodiversity enhancement in accordance with Local Plan policy NE4 (Biodiversity).

### Trees

An Arboricultural Method Statement (AMS) is submitted with the application which updates and builds on the AMS approved under Condition 3 of the outline planning permission. Development Zones K and M have been subject to various approved tree removals in relation to demolition works and infrastructure proposals. Stanhope Lines East falls within the Aldershot Military Conservation Area. None of the trees within the site are protected by a Tree Protection Order. However approved drawing PP5 of the outline planning permission identifies trees worthy of retention.

A total of 79 (seventy-nine) individual trees and 4 (four) groups of trees will be removed to facilitate the proposed design layout. The proposed landscaping scheme by Allen Pyke Associates will include approximately 259 (Two hundred and fifty-nine) new trees. The new tree planting provides a greater mix of species, new tree lined roads creating new green corridors, orchard planting, avenue planting and infill planting. The AMS states *“The tree planting proposal for this site is impressive providing a 3.2:1 ratio to tree removals. The planting design reintroduces tree lined roads that were characteristic of the former military site. The design has taken key elements of the previous military planting in terms of the tree lined roads and uniform planting positions but has also incorporated other elements to provide what will be an inspiring landscape design. The landscape design and new tree planting will provide a positive impact on the local area.”*

Key existing trees and groups of trees have been retained and incorporated into the development where possible. It is considered that any loss of trees and vegetation resulting from the redevelopment of the site will be adequately mitigated by the significant level of new tree planting. The loss of some Category A and B trees is regrettable but acceptable on balance given the masterplan and Design Code constraints for the development zone and taking into account the extent and quality of the replacement planting scheme.

A condition is proposed to secure the implementation of the tree protection and monitoring measures proposed in the Arboricultural Method Statement, in accordance Local Plan policy NE3 Trees and Landscaping.

### **Flood Risk & Drainage –**

Policy NE8 (Sustainable Drainage Systems) of the *Local Plan* requires *‘the implementation of integrated and maintainable SuDS in all flood zones for both brownfield and greenfield sites’*. A Drainage Strategy and Maintenance Management Plan was submitted during the course of the Reserved Matters Application as required by Condition 4 of the outline planning permission. The strategy also refers to the Site Wide Drainage Strategy approved with the

outline planning permission, which was dealt with on a catchment wide basis as agreed with the Environment Agency.

Hampshire County Council as the Lead Flood Authority were consulted in respect of the planning application and have confirmed no objection to the proposed development subject to the submission of further details in relation to Condition 13 of the Outline Planning Permission ref:12/00958/OUT, specifically in relation to water quality. HCC have commented "*The information provided includes drainage calculations and plans to show that the drainage provision is suitable for storms up to and including the 1:100+ climate change storm. Although some areas of flooding are identified at the 1:100 storm, these volumes are minimal and it has been shown that they can be managed appropriately.*" Thames Water were also consulted and have confirmed no objection.

### **Sustainable Development -**

Local Plan Policy DE1 expects proposals to '*promote designs and layouts which take account of the need to adapt to and mitigate against the effects of climate change, including the use of renewable energy*'. In this regard, it is noted that an Energy Statement has been submitted which outlines that the dwellings will incorporate a range of passive design and energy efficiency measures which aim to minimise and reduce carbon dioxide emissions. The Energy Statement also details that the new dwellings will meet the water efficiency standard of 110 litres per person per day, in line with Policy DE4 (Sustainable Water Use).

### **Archaeology -**

Condition 4 of the Outline Planning Permission requires an Archaeological Watching Brief to be submitted with each Reserved Matters Application. The Applicant has submitted instead a Written Scheme of Investigation for Archaeological Evaluation (WSI), which proposes carrying out field work (trenching) prior to start on site, as an alternative to a watching brief which would be undertaken during construction.

Paragraph 4.7.1 of WSI states "*The client will inform the County Archaeologist of Hampshire County Council of the start of the evaluation and its progress. Reasonable access will be arranged for site visits to inspect and monitor the progress of the evaluation. Any variations to the WSI, if required to better address the project aims, will be agreed in advance with the client and the County Archaeologist of Hampshire County Council.*"

The County Archaeologist was consulted and has confirmed that he endorses the Applicant's approach, commenting "*The AUE has experienced extensive building and re-development over many years and as a result of this, is generally considered to have little potential for buried archaeological remains dating to before the construction of the barracks. Due to the potential disturbance of below ground archaeological features in areas of undeveloped land, the Environmental Statement (submitted to support the application) indicated the requirement for a watching brief in these areas during construction. The watching brief is also a response to an archaeological condition of the planning permission. In this case, however, the client would prefer to undertake a field evaluation in advance of the construction phase, aiming to identify, at an early stage, any significant archaeological heritage assets which may then be managed appropriately. In areas where no such heritage assets be identified the need for the watching brief would not be necessary.*"

Given the above, it is considered that the proposed approach to Archaeological Evaluation is appropriate and within the spirit of Condition 4 of the original Outline Planning Permission. A

compliance condition is proposed to ensure that the development is carried out in accordance with the Written Scheme of Investigation for Archaeological Evaluation as approved, in accordance with Local Plan policy HE4 Archaeology.

## **Conclusion**

The Reserved Matters scheme sufficiently reflects the terms of the outline planning permission for the Aldershot Urban Extension, including the parameter plans and the principles of the approved Design Codes. Subject to appropriate planning conditions, the development would have no harmful impact upon the character and appearance of the area, on nature conservation or adjoining heritage assets. The accommodation would provide an acceptable living environment for future occupiers and there would be no adverse impact on neighbouring amenity or uses. The proposals would be acceptable in highway terms.

It is therefore considered that subject to compliance with the attached conditions, taking into account the provisions of the Development Plan and all other material planning considerations, including consultee responses and representations, that the proposal is acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.

## **Full Recommendation**

**GRANT** planning permission subject to the following conditions and informatives:-

### *Time limit*

- 1 The development hereby permitted shall be begun before the expiration of three years 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.

### *Approved plans*

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

Drawings: 19165/S101; 19165/S102; 19165/P101 B; 19165/C101 A; 19165/C102 A; 19165/C103 A; 19165/C104 A; 19165/C105 A; 19165/C106 A; 19165/C107 A; 19165/C108 B; 19165/P105 A; 19165/P106 A; 19165/P107 A; 19165/P110; 19165/P111; 19165/P112; 19165/P113; 19165/P114; 19165/P115; 19165/P116; 19165/P117; 19165/P118; 19165/P119; 19165/P120; 19165/P121; 19165/P122; 19165/P123; 19165/P124; 19165/P125; 19165/P126; 19165/P134 B; 19165/P135 B; 19165/P136 B; 19165/P138 B; 19165/P139 B; 19165/P140 B; 19165/P141; 19165/P142 B; 19165/P143 B; 19165/P144 B; 19165/P130 B; 19165/P131 B; 19165/P132 B; 19165/P133 B; 19165/P137 B; 19165/P145; 19165/P146; 19165/P150; 19165/P151; 19165/P152; 19165/P153; 19165/P154; 19165/P155; 19165/P156; 19165/P157; 19165/P158; 19165/P159; 19165/P160; 19165/P161; 19165/P162; 19165/P163; 19165/P164; 19165/P165; 19165/P166; 19165/P167; 19165/P168; 19165/P169; 19165/P170; 19165/P171; 19165/P172; 19165/P173; 19165/P174; 19165/P175; 19165/P176; 19165/P177; 19165/P178; 19165/P179; 19165/P181; 19165/P182; 19165/P183; 19165/P184; 19165/P190 A; 2940-LA-00 P2;

2940-LA-01 P2; 2940-LA-02 P2; 2940-LA-03 P2; 2940-LA-04 P2; 2940-LA-05 P2; 2940-LA-06 P2; 2940-LA-07 P2; 2940-LA-08 P2; 2940-LA-09 P2; 2940-LA-10 P2; 2940-LA-11 P2; 2940-LA-12 P2; 2940-LA-13 P2; 2940-LA-16 P4; 20-284-001 B; 20-284-002 B; 20-284-003 B; 20-284-004 B; 20-284-005 B; 20-284-006 B; 20-284-007 B; 20-284-008 B; 20-284-009 B; 20-284-010 B; 20-284-011 B; 20-284-012 B; 20-284-013 B; 20-284-014 B; 20-284-015 B; 20-284-016 B; 20-284-020 B; and 20-284-021 B.

Documents: Planning Statement (Savills, February 2021); Statement of Community Involvement (Savills, February 2021); Design & Access Statement (OSP, February 2021); Arboricultural Method Statement (James Fuller, February 2021); Noise Assessment ref: 784-B024516 (Tetra Tech, January 2021); Lighting Assessment ref: B024516 (Tetra Tech, February 2021); Ecological Impact Assessment (Lindsay Carrington Ecological Services Ltd, February 2021); Written Scheme of Investigation for Archaeological Evaluation ref: 213421.2 (Wessex Archaeology, February 2021); Combined Phase I Desk Study and Phase II Site Investigation ref LP2388 Issue 3 Report (Leap Environmental, 10<sup>th</sup> February 2021); Drainage Strategy and Maintenance Management Plan ref: 20-284 (Odyssey, March 2021); Landscape Management Plan (Allen Pyke Associates, February 2021); Energy Statement (Abbey Consultants, February 2021); Construction Traffic Management Plan ref 20-284 (Odyssey, February 2021); Construction and Environmental Management Plan (Odyssey, February 2021); Affordable Housing Development Zone Strategy and Reserved Matters Statement (Savills, February 2021); and Site Wide Affordable Housing Strategy, Revision 7 DRAFT (Grainger, February 2021).

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

#### *Affordable Housing Strategy*

- 3 Notwithstanding the Affordable Housing Strategy documents submitted with the application, prior to commencement of the development, an updated Affordable Housing Strategy (AHS) Revision 7 shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the AHS as approved.\*

Reason: To accord with the provisions of the Hybrid Outline Planning Permission and associated s106 planning obligations in relation to the delivery of affordable housing.

#### *Materials*

- 4 A schedule of the materials and fenestration (including samples where required by the Local Planning Authority) to be used for the external surfaces of the dwellings hereby approved shall be submitted to and approved in writing by the Local Planning Authority, before the relevant part of the development to which they relate is commenced (excluding preparatory ground works), and this condition shall apply notwithstanding any indications to these matters which have been given in this application. The development shall be carried out in accordance with the approved details prior to first occupation of the relevant part of the development.\*



Reason - To ensure satisfactory quality and external appearance for the development and to safeguard the character and appearance of the Conservation Area and the setting of adjoining heritage assets.

*Brick detailing and projecting bonds*

- 5 Typical detailed working drawings of brick detailing and projecting bonds for each house type/apartment building (as agreed with the Local Planning Authority) hereby approved shall be submitted to and approved in writing by the Local Planning Authority, before the relevant part of the development to which they relate is commenced (excluding below ground works), and this condition shall apply notwithstanding any indications to these matters which have been given in this application. The development shall be carried out in accordance with the approved details prior to first occupation of the relevant part of the development.\*

Reason - To ensure satisfactory quality and external appearance for the development and to safeguard the character and appearance of the Conservation Area and the setting of adjoining heritage assets.

Construction Surface Water Management Plan

- 6 Prior to commencement of the development, a Construction Surface Water Management Plan, including measures to prevent safeguard the Basingstoke Canal SSSI against pollution and run/off sedimentation, shall be submitted and Approved in writing by the Local Planning Authority in accordance with the recommendations contained within Construction and Environmental Management Plan (Odyssey, February 2021) hereby approved. The development shall be carried out in accordance with the Construction Surface Water Management Plan as approved.\*

Reason - To safeguard ecologically sensitive local receptors, during the construction phases of the development.\*

*Boundary treatment*

- 7 Details of the design and location of all boundary treatment (including planted) proposed within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. This condition shall apply notwithstanding any indications to these matters which have been given in this application. The development shall be carried out in accordance with the approved details prior to first occupation of the relevant part of the development.\*

Reason - To ensure satisfactory external appearance for the development, to safeguard residential amenity and in the interests of highway safety.

*Refuse & recycling storage strategy*

- 8 Details of refuse and recycling strategy, specifications of bin collection points and associated signage shall be submitted to and approved in writing by the Local Planning Authority. This condition shall apply notwithstanding any indications to these matters which have been given in this application. The development shall be carried out in accordance with the approved details prior to first occupation of the dwellings to which the provision relates and retained thereafter for the life of the development. The

collection points shall not be used for any other purpose than the storage of refuse and recycling bins.\*

Reason – To safeguard the amenities and character of the area and to meet the functional needs of the development.

#### *External Lighting*

- 9 Prior to the installation of any external lighting associated with the development hereby approved, a scheme for the provision of external lighting together with an Artificial Lighting Assessment (including the design, duration, intensity of illumination and predicted lighting contours), to accord with the recommendations outlined in section 6.0 of the Ecological Impact Assessment (Lindsay Carrington, February 2021) hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. Any external lighting that is installed shall accord with the details so approved.

Reason: To safeguard the amenities of surrounding occupiers and to avoid any adverse impacts on ecologically sensitive local receptors.\*

#### *Arboricultural Method Statement*

- 10 The development shall be carried out strictly in accordance with the Arboricultural Method Statement (James Fuller, February 2021) hereby approved. Prior to first occupation of the development (or relevant phase of the development), a completion report shall be submitted to and agreed in writing by the local planning authority, to demonstrate satisfactory compliance with the tree protection measures outlined in the Arboricultural Method Statement as approved.\*

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

#### *Noise levels*

- 11 The development shall be carried out strictly in accordance with the mitigation described within the Noise Assessment ref: 784-B024561 (Tetra Tech, 9<sup>th</sup> January 2021) hereby approved, which includes enhanced specification for glazing fronting Alisons Road. The mitigation shall be implemented prior to first occupation of the development to which it relates and thereafter retained for the life of the development\*

Reason - To safeguard future occupiers of the development against noise disturbance.

#### *Parking spaces*

- 12 The residents' and visitors' parking spaces and garages (including wheelchair users spaces) shall be laid out and allocated in accordance with drawing 19165/C106 A hereby approved prior to first occupation of the part of the development to which they relate, and shall be used only for the parking of vehicles ancillary and incidental to the residential use of the development.\*

Reason - To ensure the provision and availability of adequate off-street parking and to safeguard residential amenity.

### *Cycle parking*

- 13 The cycle parking stores shown on the approved plans shall be provided prior to the first occupation of any part of the development to which they relate and kept available at all times thereafter for the parking of bicycles. \*

Reason – To ensure that a sufficient level of cycle parking is available for the development to meet its operational needs and in the interests of highway safety.

### *Archaeology*

The development hereby approved shall be carried out strictly in accordance with the methodology and recommendations contained within the Written Scheme of Investigation for Archaeological Evaluation ref: 213421.2 (Wessex Archaeology, February 2021)

Reason - To secure the protection of archaeological assets if they are discovered.

### *Construction Environmental Management Plan*

- 14 The development shall be carried out strictly in accordance with the Construction and Environmental Management Plan (Odyssey, February 2021) hereby approved.

Reason - To safeguard the amenities of surrounding occupiers and to avoid any adverse impacts on ecologically sensitive local receptors, during the construction phases of the development.\*

### *Construction Traffic Management Plan*

- 15 The development shall be carried out strictly in accordance with the Construction Traffic Management Plan ref 20-284 (Odyssey, February 2021) hereby approved.

Reason - To prevent any adverse impact on highway safety traffic and parking conditions in the vicinity of the site.

### *Hours of Construction*

- 16 Construction or demolition work of any sort within the area covered by the application shall only take place between the hours of 0800-1800 on Monday to Fridays and 0800-1300 on Saturdays. No work at all shall take place on Sundays and Bank or Statutory Holidays.

Reason - To protect the amenities of neighbouring residential properties and to prevent adverse impact on traffic and parking conditions in the vicinity.

## **INFORMATIVES**

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

The proposal has been assessed against following policies of the Council's Development Plan:

- SS1 Presumption in Favour of Sustainable Development
- SS2 Spatial Strategy
- SP5 Wellesley
- IN1 Infrastructure & Community Facilities
- IN2 Transport
- HE1 Heritage
- HE3 Development within or adjoining a Conservation Area
- HE4 Archaeology
- DE1 Design in the Built Environment
- DE2 Residential Internal Space Standards
- DE3 Residential Amenity Space Standards
- DE4 Sustainable Water Use
- DE6 Open Space, Sport & Recreation
- DE7 Playing Fields and Ancillary Facilities
- DE10 Pollution
- LN1 Housing Mix
- LN2 Affordable Housing
- NE1 Thames Basin Heaths Special Protection Area
- NE2 Green Infrastructure
- NE3 Trees and Landscaping
- NE4 Biodiversity
- NE8 Sustainable Drainage Systems

In addition, the relevant Rushmoor Borough Council Supplementary Planning Documents (SPDs) are: Cycle Parking Standards SPD 2017 and Aldershot Military Conservation Area Appraisal and Management Plan (February 2021). The Rushmoor Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy (updated April 2021); policy NRM6 (TBH SPA) of the South East Plan; and the Department for Communities and Local Government's Technical Housing Standards (2015) are also relevant to this application.

The Reserved Matters scheme sufficiently reflects the terms of the outline planning permission for the Aldershot Urban Extension, including the parameter plans and the principles of the approved Design Codes. Subject to appropriate planning conditions, the scheme (as amended) would have no harmful impact upon the character and appearance of the area, on nature conservation or adjoining heritage assets. The accommodation would provide an acceptable living environment for future occupiers and there would be no adverse impact on neighbouring amenity or uses. The proposals would be acceptable in highway terms.

It is therefore considered that subject to compliance with the attached conditions, taking into account the provisions of the Development Plan and all other material planning considerations, the proposal is acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.

2. **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 WORKS START ON SITE or, require works to be carried out BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY

BUILDING. 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 discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.

3. INFORMATIVE -The Applicant is reminded that there are a number of conditions attached to the original hybrid outline planning permission (ref:12/00958/OUT) which remain applicable to the Reserved Matters Area and may require details to be approved prior to the commencement of development.
4. INFORMATIVE - The Applicant is reminded that this permission and the original hybrid outline planning permission (ref:12/00958/OUT) is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
5. 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.
6. INFORMATIVE - All wild birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). If any trees are to be removed or buildings demolished during the bird breeding season (March-September inclusive) they should first be inspected by an experienced ecologist to ensure that no active nests are present. If an active nest is discovered it should be left in situ until the young have fledged.
7. 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.











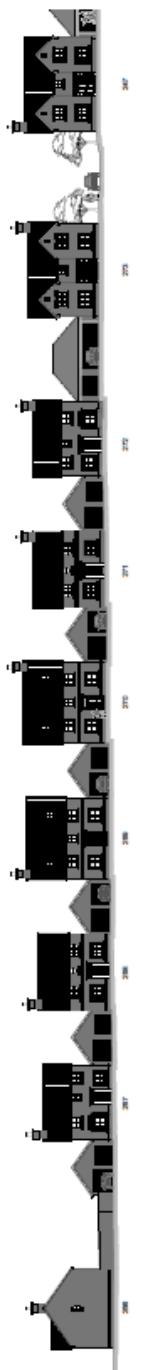
A - A 1:2000



A - A (cont'd)



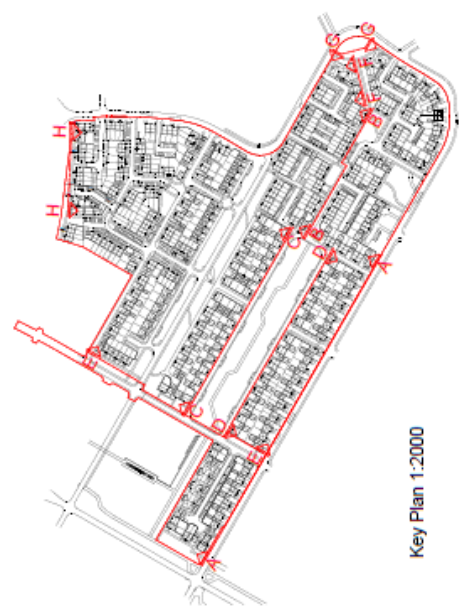
B - B 1:2000



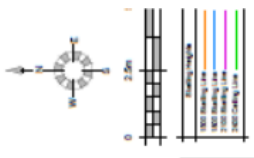
C - C 1:2000



C - C (cont'd)

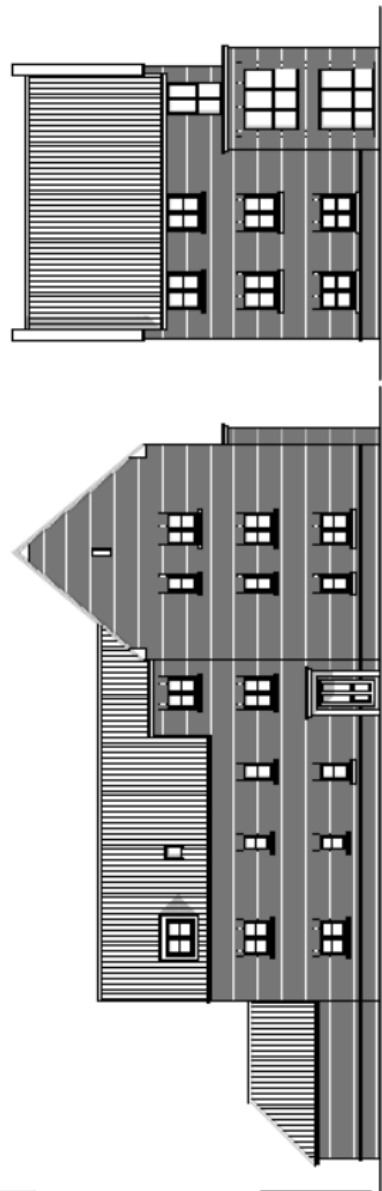


Key Plan 1:2000



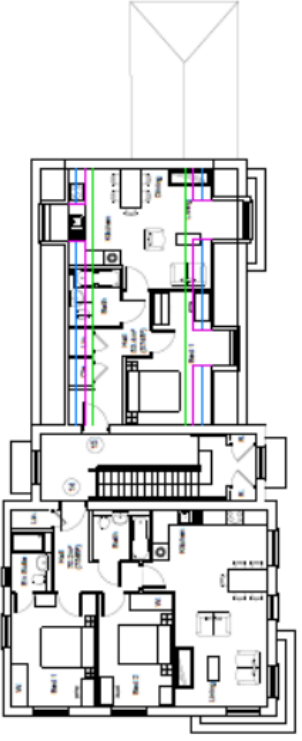
Side Elevation

Front Elevation



Side Elevation

Rear Elevation



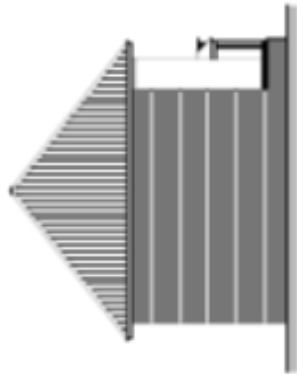
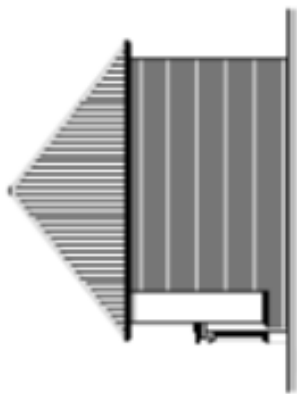
Second Floor Plan



First Floor Plans



Ground Floor Plan  
Plans 10-15





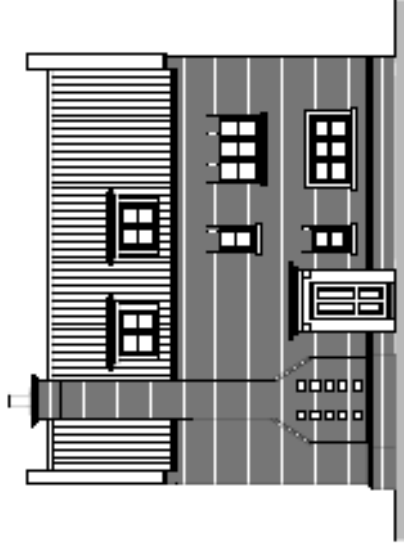
Second Floor Plan



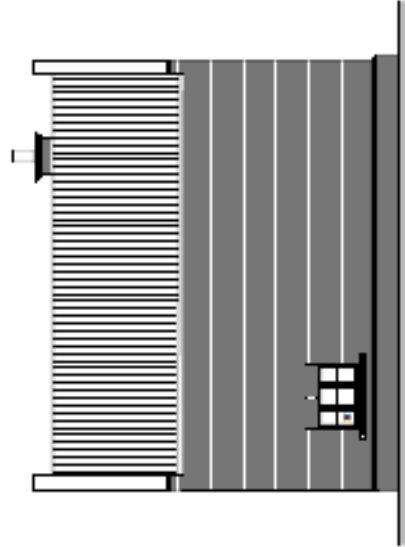
First Floor Plan



Front Elevation

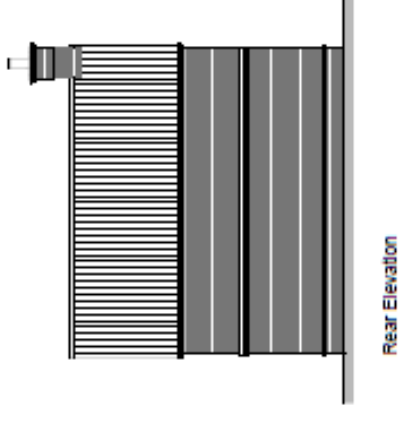
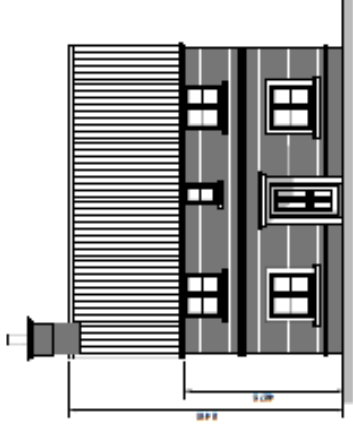
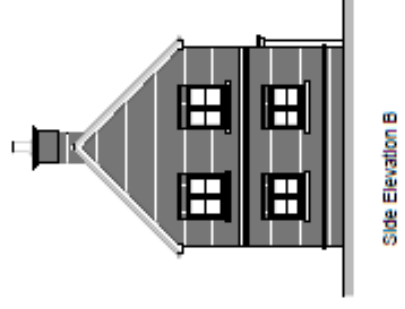
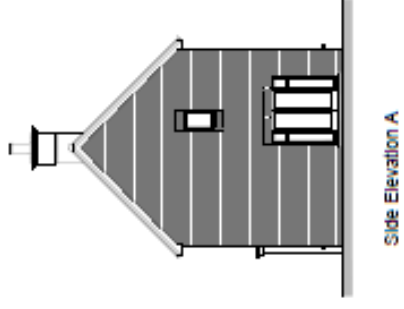


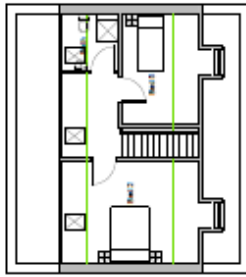
Side Elevation A



Side Elevation B

\*Window to Pkbs 55, 66, 75, 84, 91, 117 only





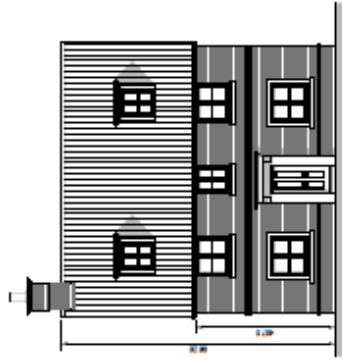
Second Floor Plan



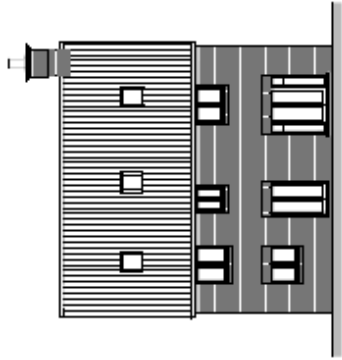
First Floor Plan



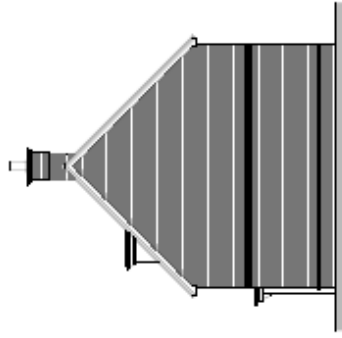
Ground Floor Plan  
 Plot 245, 251, 255  
 Plot 251, 271 (revised)



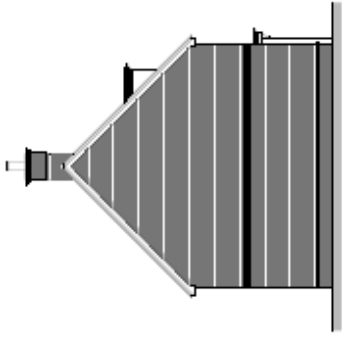
Front Elevation



Rear Elevation



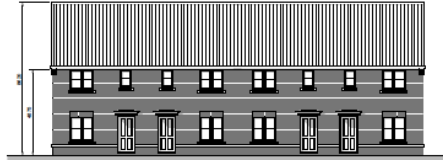
Side Elevation A



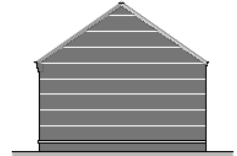
Side Elevation B



First Floor Plan



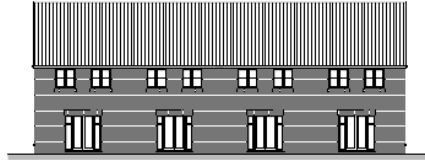
Front Elevation



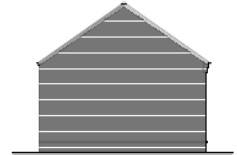
Side Elevation A



Ground Floor Plan  
Plans 370-076, 380-083



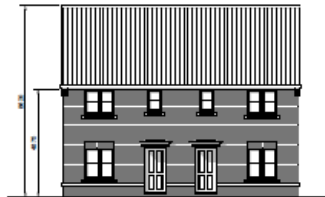
Rear Elevation



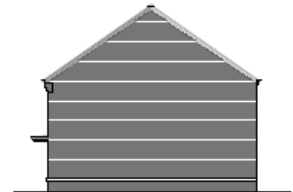
Side Elevation B



First Floor Plan



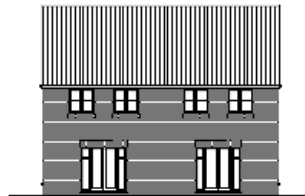
Front Elevation



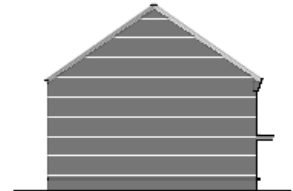
Side Elevation A



Ground Floor Plan  
Plans 302-303, 305-306, 310-311, 353-354, 359-360, 362-363, 370-371, 384-385, 388-389, 390-391



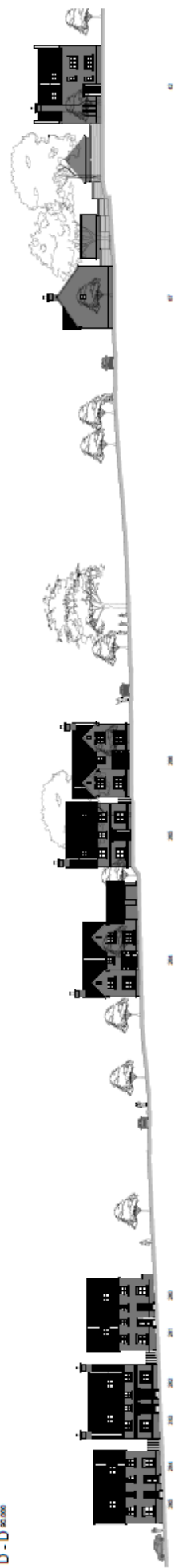
Rear Elevation



Side Elevation B



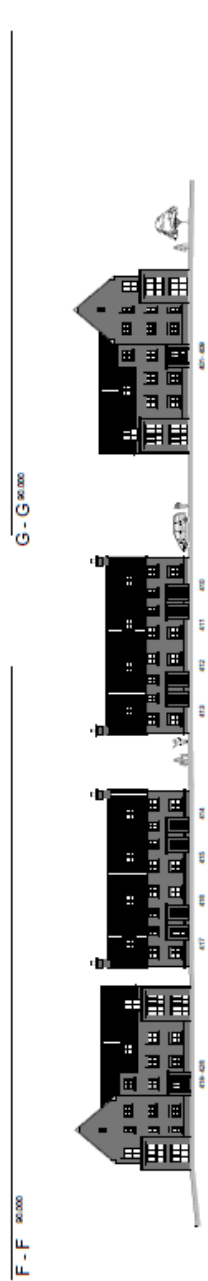
D-D 1:20,000



E-E 1:20,000

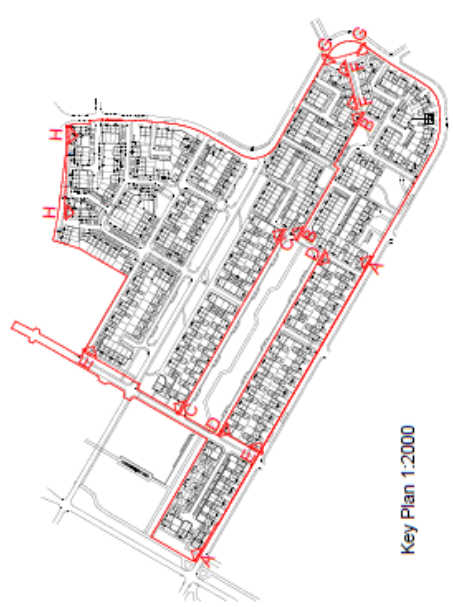


F-F 1:20,000



G-G 1:20,000

H-H 1:20,000



Key Plan 1:2000



