

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.

Item(vii):Application A.

Case Officer	David Stevens
Application No.	24/00748/FUL
Date Valid	30th December 2024
Expiry date of consultations	3rd February 2025
Proposal	Demolition of the existing care home and dwelling, repairs and works to the kitchen garden wall and the erection of 20 residential dwellings, associated access works, drainage works, tree works, car parking, hard & soft landscaping
Address	Land at Orchard Rise 127 and La Fosse House 129 Ship Lane and Farnborough Hill School 312 Farnborough Road Farnborough Hampshire
Ward	Empress
Applicant	VV Contractors Ltd
Agent	Woolf Bond Planning
Recommendation	Grant subject to s106 Agreement

Item(viii):Application B.

Application No.	24/00746/LBCPP
Date Valid	23rd December 2024
Expiry date of consultations	13th January 2025
Proposal	LISTED BUILDING CONSENT: Repairs, works to and minor removal of a section of the Kitchen Garden Wall forming part of the curtilage of the Grade I listed building Farnborough Hill School (LBC brought forward as part of the separate planning application for the demolition of the existing care home and dwelling, repairs and works to the kitchen garden wall and the erection of 20

	residential dwellings, associated access works, drainage works, tree works, car parking, hard & soft landscaping).
Address	Land at and adjoining Orchard Rise 127 and La Fosse House 129 Ship Lane Farnborough Hampshire
Ward	Empress
Applicant	Ship Lane Farnborough Limited
Agent	Woolf Bond Planning
Recommendation	Grant Listed Building Consent

Description

The application site has an irregular shape occupying land straddling between a frontage on the west side of Ship Lane opposite semi-detached houses at Nos.108-124 (even inclusive) Ship Lane; and reaching a more minor road frontage onto the east side of Farnborough Road north of the curtilage of No.318 Farnborough Road, a cottage situated adjacent to the vehicular egress onto Farnborough Road from Farnborough Hill School. No.127 Ship Lane ('Orchard Rise') and No.129 Ship Lane ('La Fosse House') are two 1970s buildings occupying adjoining parts of the application site that were formerly used by a religious order. La Fosse House, a C2 Care Home, is set within the curtilage-Listed walled former kitchen garden to the Grade 1 Listed Farnborough Hill School. The southern part of the site outside the Wall is a strip of land enclosed by a hedge to the south, with a lych-style gate located centrally forming the means of access through the Wall.

To the north and west of the site are houses at Woodland Crescent, a modern cul-de-sac development of mixed detached, semi-detached and back-to-back houses approved in 2000 with vehicular access from Ship Lane opposite No.136 Ship Lane. Nos.131-137 (odd inclusive) Ship Lane are frontage houses forming part of this modern development. Nos 12-15 inclusive Woodland Crescent are two pairs of semi-detached houses that back onto the north boundary of the application site. Nos.8-11 (inclusive) Woodland Crescent are larger detached houses that face towards part of the west boundary of the application site beyond a section of the La Fosse House boundary wall that are served by a private drive from the turning-head end of Woodland Crescent – and these properties have rear gardens backing onto Farnborough Road just south of the traffic-light junction with Prospect Avenue.

The existing vehicular access serving both La Fosse House and Orchard Rise is situated opposite No.104 Ship Lane and runs inside the Ship Lane frontage behind the existing hedge enclosing most of this boundary of the application site.

The south boundary of the application site, which is the widest extent of the application site between Ship Lane and Farnborough Road, adjoins the extensive grounds of Farnborough Hill School. The application site lies wholly within the Farnborough Hill Conservation Area.

The proposals the subject of this Report are two-fold:-

- A. **Planning Application 24/00748/FULPP** : for the demolition of the existing care home (La Fosse House) and dwelling (Orchard Rise (No.127 Ship Lane), repairs and works to the kitchen garden wall and the erection of 20 x 3-bedroom residential dwellings, associated access works, drainage works, tree works, car parking, hard & soft landscaping. The

proposals would involve the creation of two new vehicular entrances to/from Ship Lane opposite Nos.114/116 and 122, with the existing Ship Lane access being taken out of use; and another new vehicular access being formed from Farnborough Road to the south side of No.11 Woodland Crescent. The Proposed Site Layout is as follows:-



Current Proposed Site Layout Plan

The northern-most new Ship Lane vehicular access opposite No.122 Ship Lane is shown to serve a total of 14 of the proposed new houses, comprising 4 semi-detached pairs (Plots 4, 5, 6, 7, 8, 9, 10 & 11) and 2 terraces of 3 houses (Plots 1, 2, 3, 12, 13 & 14). These plots occupy the part of the application site within the existing kitchen garden wall currently occupied by La Fosse House. The remaining 6 house plots are situated to the south of the kitchen wall on the widest part of the application site, with Plots 15, 16 & 17 to the west being a terrace of 3 houses served by the proposed new Farnborough Road access to the west; and Plots 18, 19 & 20 being a similar terrace of 3 houses fronting Ship Lane to the east opposite Nos.108 and 110 Ship Lane served by the second proposed new vehicular access from Ship Lane. Much of the central portion of the south part of the application site between Plots 15-20 and their attendant parking courtyards would be landscaped communal open space in part occupied by a pond and also an 'attenuation basin', which is a further basin area intended to accommodate and moderate surface water drainage by temporarily holding water on site for more controlled release into the existing drainage network beyond the site.

Although linked with footpaths, the vehicular accesses proposed for the three sections of the site are not connected internally and, as such, from a vehicular perspective, the three accesses would operate to serve their respective plots independently of each other. It is proposed that the two proposed Ship Lane accesses would be linked by a pedestrian path that would run between the east side of the Kitchen Garden Wall and the existing frontage

hedge to be retained – it would seem likely that this is, in effect, the retention of the central section of the existing private driveway serving La Fosse House since this is already in this position.

All of the proposed houses would be provided with two allocated parking spaces adjacent or nearby and also have private rear gardens.

Externally the proposed houses are of conventional design. Plots 1-14 inclusive, irrespective of whether they are semi-detached or terraced, would be of 3-bedroom plus study size with the main bedroom situated in the roof with a front-facing dormer window and rear-facing velux-style roof window. These proposed houses would be 10 metres tall at the ridge and 5.7 metres at roof eaves and have transverse-ridged roofs with gable ends. The two terraces of Plots 15-17 and 18-20 would be slightly smaller, of 3-bedroom size with no room in the roof; and measure 9 metres at the ridge and 5.5 metres to eaves with fully-hipped roof ends.

The proposals would also involve the removal of part of the Curtilage Listed Wall to form the new vehicular access through to serve the Plot 1-14 houses; and also a scheme of repairs to the remaining wall to close up the existing access formed through it to serve La Fosse House. These works are also the subject of an accompanying Listed Building Consent application, B. below.

The application is accompanied by a comprehensive suite of supporting information in the form of a Design & Access Statement, Planning Statement, Heritage Impact Statement, Transport Statement, Flood Risk Assessment & Drainage Strategy (subsequently revised in May 2025), Tree Survey & Arboricultural Assessment, Ecological Appraisal Report, Bat Emergence Survey, Biodiversity Net Gain Report and Statutory BNG Metric spreadsheet, Viability Assessment Report, and a Sustainability & Energy Statement. In May 2025 the Council received a report from independent consultants Adams Integra instructed by the Council assessing the Viability Assessment submitted with the application.

The applicants are in the process of seeking to draft and compete a s106 Agreement with the Council to secure the appropriate financial contributions in respect of SPA impact mitigation and avoidance measures (SANGS and SAMMs); Public Open Space; an off-site Affordable Housing financial contribution as identified by the outcome of the Adams Integra independent assessment of the Viability Report; and Biodiversity Net Gain provisions.

- B. Listed Building Consent Application 24/00746/LBCPP** : for repairs, works to and minor removal of a section of the Kitchen Garden Wall forming part of the curtilage of the Grade 1 listed building of Farnborough Hill School. In effect this simply involves shifting the existing opening over by 5 metres to the south by removing a section of the existing wall to the south side of the opening and replacing a section of wall on the north side of the opening. This application is accompanied by supporting material in the form of a Heritage Impact and Condition Assessment Statements, Works Specifications, and Method Statements in respect of the proposed dismantling and repair of the wall and protection measures for the proposed works to and adjoining the listed wall.

Relevant Planning History

A planning application for *“Demolition of former care home and dwelling, and formation of extra care retirement community of older people (Class C2) comprising 87 Units (70 two bedroom and 17 one bedroom) and ancillary facilities to be provided in 7 one, two and three storey buildings together with alterations to existing vehicular and pedestrian access and provision of*

car parking” was withdrawn in 2018; 17/00616/FULPP.

Planning permission was then refused more recently by the Council’s Development Management Committee in November 2023 for a much reduced scheme for *“Demolition of the existing care home and dwelling, repairs and works to the kitchen garden wall and the erection of 30 residential units, associated access works, drainage works, tree works, car parking, hard & soft landscaping”*; 23/00597/FULPP, which had the following Site Layout:-



Site Layout Plan for 2023 Refused Scheme

The reasons for refusal were as follows:-

- “1. The proposed development, by virtue to its bulk and massing, and proximity to the Curtilage Listed Wall, and prominence within the Farnborough Hill Conservation Area and Grade 1 Listed Building Farnborough Hill, would result in harm to the significance of the Heritage Assets (Grade 1 Listed Building + Curtilage Listed Wall, and Farnborough Hill Conservation Area). Such identified harm would not be outweighed by the public benefits of the proposal. The proposal would be contrary to the National Planning Policy Framework, and Policy HE2 and HE3 of the Local Plan.*
- 2. In the absence of a satisfactorily completed S106 agreement, the proposals fail to make satisfactory provision for public open space in accordance with the requirements of policy DE6 of the adopted Rushmoor Local Plan (2014-2032).*
- 3. In the absence of a satisfactorily completed S106 agreement, the proposal fails to secure satisfactory provision of Affordable Housing in accordance with the requirements of Policy LN2 of the adopted Rushmoor Local Plan (2014-2032).*
- 4. In the absence of a satisfactorily completed S106 agreement, the proposed*

development makes no provision to address the likely significant impact of additional residential units on the objectives and nature conservation interests of the Thames Basin Heaths Special Protection Area. The proposals are thereby contrary to the requirements of retained South East Plan Policy NRM6 and Policy NE1 of the Rushmoor Local Plan (2014-2032)."

Consultee Responses

Environmental Health Environmental Health has **no objection**, subject to condition and informatives. Plots 15-17 of the proposed development have rear facades overlooking Farnborough Road, which is a source of significant road traffic noise. The facade is only between 20-25m distant from the kerb and no Noise Impact Assessment has been submitted and no mention of how internal noise standards will be achieved. To ensure that a satisfactory internal noise environment can be achieved in all habitable rooms in accordance with BS 8233 criteria, it is important that an appropriate noise assessment is undertaken. This should investigate the existing external noise environment, for both day and night time periods, and if necessary set out what mitigation should be provided. Please apply condition 61EH Sound Insulation.

A Construction Method Statement should be submitted that includes the measures to be employed during the demolition and construction phases to minimise noise, vibration, dust and other emissions as far as practicable to protect neighbouring amenity.

In addition, to protect amenity throughout the demolition and construction phase please apply Condition 26CN re Construction hours.

Informatives:

IN10 Mud on highway

IN19 No bonfires

Parks Development Officer Provides information on Public Open Space projects for which a s106 POS contribution should be secured.

HCC Highways Development Planning **No highway objections** subject to conditions.
The application proposes the demolition of an existing care home and dwelling and the erection of 20 residential dwellings with associated access works and parking. Vehicular access will be provided via accesses from Farnborough Road to the west of the site and both a northern and southern access from Ship Lane to the east.

It is noted that the site has received pre-application advice from the Highway Authority dated 22nd November 2022 and a previous application (ref. 23/00597/FUL) for 30 dwellings was submitted and ultimately refused in November 2023.

The applicant has submitted a Transport Statement (TS) and supporting plans which have been reviewed by the Highway Authority. The Highway Authority wish to make the following comments.

Internal Site Layout : It is noted that the roads and footways relating to this application are not being offered for adoption by the applicant and will remain private. Therefore, it is advised to ensure that the roads and footways are designed to minimum industry standards and/or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards>, and that an appropriate Private Management Plan is put in place to deal with any future issues. Developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link - <https://documents.hants.gov.uk/transport/APCProcess-Guidancedocument.pdf>

Site Accesses : Visibility splays have been provided based on 85th%tile speeds recorded from speed surveys undertaken over a 7-day period in October 2023. At the Farnborough Road access, visibility splays of 2.4m x 56m to the left and 2.4m x 52m to the right have been provided. At both Ship Lane accesses visibility splays of 2.4m x 49m to left and 2.4m x 50m to the right have been provided. The visibility splays provided are accepted subject to being kept clear of any obstruction exceeding 0.6m in height.

An extension to the footway is proposed along Ship Lane and into the site with a dropped kerb crossing point on the existing footway to the south on Ship Lane which will require the removal of one parking space. The applicant will be required to apply for a Traffic Regulation Order (TRO) in relation to the removal of any on-street parking. Further information about TROs can be found via the following link: <https://www.hants.gov.uk/transport/licencesandpermits/roadopening/trafficmanagement>

Trip Generation : A TRICS assessment has been provided in which 11 trips are expected in the standard network peak hours. Category K Mixed Private Houses (Flats and Houses) has been used which is in keeping with the previous application and therefore is accepted. It is also noted that the expected trips are fewer than in the previous scheme and as such the trip generation assessment is also accepted.

Personal Injury Accidents (PIA) : PIA data has been provided, taken from the latest available 5-year period from Hampshire Constabulary. The PIA data shows that within the vicinity of the site, a total of 24 incidents were recorded, of which, 19 were slight and 5 were serious. Given that the expected trip generation is not considered to be a concern, the proposals are not anticipated to exacerbate incidents within the local highway network.

Tracking : Vehicle tracking has been provided for a super large refuse vehicle at the Farnborough Road access and the northern access from Ship Lane and utilising the turning heads within the site. The tracking provided shows that at the Farnborough Road access, two vehicles can safely pass each other, and a refuse vehicle can safely access and egress the site in forward gear. The refuse tracking from the Ship Lane shows that vehicles can safely access and egress the site from the northern Ship Lane access

as well. In addition, tracking for a fire tender has also been provided which demonstrates that the site can accommodate a fire tender safely turning and manoeuvring within the site.

Car Parking : A total of 46 parking spaces have been provided which is in excess of Rushmoor Borough Council's (RBC) requirements. Whilst the Highway Authority have no concern in relation to overspill parking, parking is a matter to be considered by RBC as the Local Planning Authority.

Recommendation : The Highway Authority have no objection to the proposals subject to the following conditions and a note to the applicant:

- Before the development is brought into use, the means of vehicular access to the site shall be constructed in accordance with the approved plans and no structure, erection or planting exceeding 0.6m in height shall thereafter be placed within the visibility splays shown on the approved plans. Reason: To ensure a suitable access and layout in the interests of highway safety.

Reason: To provide and maintain adequate visibility in the interests of highway safety

- Prior to occupation the area shown on the approved plan for the parking and turning of vehicles shall be provided and reserved for these purposes at all times.

Reason: To ensure that vehicles parked on the site are able to enter and leave in forward gear

- No development shall take place, (including any works of demolition), until a Construction Method Statement has been submitted to, and approved in writing by, the LPA. The approved statement shall include scaled drawings illustrating the provision for –

- 1) The parking of site operatives and visitors vehicles
- 2) Loading and unloading of plant and materials.
- 3) Management of construction traffic and access routes.
- 4) Storage of plant and materials used in constructing the development.
- 5) Wheel washing facilities.

Reason: In the interests of highway safety.

- The planning permission does not authorise the undertaking of any works within the highway (carriageway, footway or verge). Any works within the highway must be approved by S278 Agreement, details of which can be found

at <https://www.hants.gov.uk/transport/developers/constructionstandards>

Surface Water
Drainage
Consultations
(HCC Lead
Local Flood
Authority)

#1 (24 January 2025) : More information required.

#2 (17 June 2025) : **No objection** subject to conditions following receipt of revised Drainage Strategy and supporting information for the proposed development:

The County Council has reviewed the following documents relating to the above application:

- Addendum to Flood Risk Assessment & Development Drainage Strategy SS/24/0915/7360 Rev D MJA consulting May 2025
- Thames Water Sewer Map - Residential CON29DW Drainage &

Following review of the above document HCC as LLFA has the following comments:

We are satisfied that the applicant has exhausted all other discharge location options and the current proposals of pumped discharge to the existing sewer in Farnborough Road is the only reasonable feasible option left.

It is not clear why 4.0 l/s is assumed to be the minimum practicable pumping rate. Further justification is required. As the previous drainage strategy allowed for discharge at greenfield rate of 1.5l/s it has been demonstrated that sufficient storage volume can be provided to limit to this rate. We recommend a suitably worded planning condition can be applied to any granted planning application to cover the proposed discharge rate.

The proposed connection to the existing surface water sewer is subject to agreement with Thames Water. Providing Thames Water approval for the connection and discharge rate are obtained, the LLFA would have no objection to the proposed drainage strategy.

Please note, although we consider the submitted drainage strategy layout and hydraulic calculations are sufficient to support the application, we are aware that further changes to the design may be required depending on the response from the Water Authority. If this is the case, any documentation that requires updates will need to be resubmitted.

Arboricultural Officer	No objections : This proposal would have no adverse implications for amenity trees worthy of retention provided that the development is carried out in accordance with the submitted tree protection measures.
Hampshire Constabulary	No comments received.
Hampshire Fire & Rescue Service	No objections and provides generic advice on fire safety precautions.
Ecology Team	No objections subject to conditions and informatives. A s106 Legal Agreement will be required to secure the Biodiversity Net Gain provisions to be made with the proposed development.

Consultation Responses in respect of Listed Building Consent Application ref.24/00746/LBCPP:

Hampshire Buildings Preservation Trust Ltd	No comments received.
Historic England	No comments received.

Neighbours notified

In addition to posting site notices and press advertisements, 191 individual letters of notification were sent to properties in Ship Lane, Woodland Crescent and Farnborough Road, including

all properties situated adjacent to or opposite the application site.

Neighbour comments

Objections : A total of 38 representations have been received raising objections to the proposed development from the occupiers of Nos.23, 56 (twice), 58, 62, 68, 78, 82, 92, 108, 110, 118, 120, 122, 126, 135, 152, 156 (twice), 160 and 162 (The Ship Inn) Ship Lane; 1, 3, 7, 11 & 15 Woodland Crescent; 335, 341 & 343 Farnborough Road; 5 Ship Alley; 11 Fleming Close; 8 & 13 Newton Road; 12 & 29 Baird Road; 1 & 2 Woodstocks; and 24 Fairfax Road. The following collective grounds of objection have been raised:-

Principle

(a) Although some representations acknowledge that the current proposed development [20 houses] is an improvement over the previous refused 2023 scheme [30 dwellings comprising 20 flats and 10 houses], the changes are not thought sufficient to overcome the concerns raised previously : the reasons for refusal from then are not addressed such that the current application should also be refused;

(b) The re-submission of applications should not be allowed : how many times do residents have to object to proposals for the site? [*Officer Note: the applicant is entitled to submit applications seeking to resolve issues raised by a previous refusal of permission, which the Council is statutorily obliged to consider on their own merits.*];

(c) Gross excessive overdevelopment in an already over-populated area : the proposals reflect the greed of the developer, not what is thought best for the site, local residents and the surrounding area. There would be no benefits for the local area – just down-sides. The proposals would generally exacerbate existing problems already experienced by neighbours; have general adverse environmental effects; affect physical and mental well-being; and place an unreasonable additional burden on local residents;

(d) The proposed development is too dense : shoe-horning disproportionately too much into a small site;

(e) The proposed development is not wanted or needed : the Council's targets for new housing have already been met elsewhere – or should be met elsewhere. It is the wrong development in the wrong place. The Council has already fulfilled its obligations to provide housing for the period until 2026 and should concentrate on these, including Town Centre regeneration projects, and ensuring that existing developments are fully occupied first. There are more suitable sites for housing development elsewhere;

(f) Ship Lane has already had to put up with far too much development already, including severe inconvenience arising from the ESSO pipeline works undertaken in the road recently. If it is at all necessary, the Council should find an alternative site elsewhere to propose new housing development somewhere else; [*Officer Note: the proposals have not been formulated and/or proposed by the Council – the Council is simply obliged to consider and determine planning applications for development proposals that are submitted to it. The Council is required to consider planning applications objectively on their relevant planning merits only.*]

(g) The Council are trying to/will ignore the views of local people; [*Officer Note; ditto previous Officer Note.*]

(h) Insufficient time has been provided for representations to be made and the neighbour notification period straddled the Christmas holiday, thereby suppressing objections; [*Officer Note: the Council has no control over the timing of the submission of planning applications that it receives; and the neighbour notification that was undertaken was fully in accordance with the Council's adopted usual procedures. Since these particular applications have not been ready for consideration by Committee for a significant period since the application was submitted, at the time of writing approximately 7 months, there has been more time than usual for representations to be made.*]

- (i) Loss of important open area : Loss of land to development that is required to be kept open and undeveloped. The land should be utilised in a way that is sustainable for local character and wildlife and maintains the existing heritage value of the site;
- (j) Alternative uses should be found for the site. If at all, the site is only considered appropriate for provision of further public open space following the demolition of the existing buildings or, for some correspondents, the erection of a more modest number of 2-storey houses. Alternatively, the existing buildings could be renovated and converted into dwellings; *[Officer Note: the Council must consider the proposals that have been submitted with the application. The Council cannot consider alternative proposals that may be preferred instead or refuse permission because alternative uses or developments of the site are suggested by third parties.]*
- (k) The proposed development is unsustainable development and multiply unacceptable according to Local Plan policy and Government Planning Policy and Practice Guidance;
- (l) No consideration for existing residents. Existing utilities and other infrastructure is already inadequate and would be unable to cope;

Affordable Housing Provision

- (m) The submitted Viability Assessment indicates that the proposed development is not sufficiently economically viable to provide affordable housing and; as such, the proposals are contrary to Local Plan Policy LN2 and should be refused;
- (n) Would any of the proposed houses actually be 'affordable' anyway?

Impact Upon the Character & Appearance of the Area/Visual Impact

- (o) The proposals are a poor quality bland design. The design and indicated external finishing materials (not fully brick-built) of the proposed houses is of poor quality and the proposed development would, therefore, not respect the local context;
- (p) Loss of local character : the proposed development would have a negative impact on the area and would not conserve or enhance the Farnborough Hill Conservation Area;
- (q) Proposals would appear overbearing, out of scale and proportion, unsympathetic, and entirely out of character with the area and neither follow the existing aesthetic nor pattern of development in the vicinity.
- (r) The proposed houses are too tall – 3-storeys are out of character with the area.

Impact on Neighbours

- (s) Loss of light, outlook and privacy (due to overlooking) to neighbouring and nearby properties in Woodland Crescent and Ship Lane. Some existing residents would lose views over the green open space opposite;
- (t) Increased pollution, noise and disturbance, additional general domestic activity, and vehicle movements : loss of local character and a general deterioration of living standards.

Ecology & Biodiversity Impact

- (u) Unnecessary threats and actual loss of/damage to wildlife species (flora and fauna), open green area, wildlife habitat and trees/greenery in a Conservation Area; *[Officer Note: Conservation Areas are designated for their heritage interest and are Heritage Assets. It is not a designation made for nature conservation purposes.]*
- (v) No s106 Legal Agreement has been submitted to secure SANGS and SAMMs contributions to address the SPA impact of the proposals and, as such, planning permission should be refused;

Highways Issues

- (w) Likely significantly increased traffic volumes using Ship Lane at peak times. Ship Lane is already used to over-capacity, mostly by non-residents. It is a 'rat-run' and used to travel to and from 4 schools, 2 public houses, Blackwater Retail Park, Farnborough Main and

Farnborough North railway stations; it is also a major route used by pedestrians, especially for 6th-Form students walking to and from Farnborough North. It is narrow and heavily parked down one side with the result that it is usually effectively of single carriageway width along much of its length. Ship Lane cannot cope with any further intensification in traffic volumes;

(x) The submitted Transport Statement is inadequate because it is still based on survey work conducted in October 2022 when Ship Lane was closed-off for an extended period due to the ESSO pipeline works. The Trip Rates used in the Transport Statement seem too low. A new traffic survey should be undertaken on a weekday during term-time,

(y) The proposed vehicular accesses onto both Ship Lane and Farnborough Road would all be unsafe and 'an accident waiting to happen' due to poor visibility (Ship Lane proposed accesses on hill/bend and Farnborough Road proposed access close to Prospect Avenue traffic-light junction), speeding vehicles, and adjoining street parked cars;

(z) Inadequate on-site parking provision for the proposed development, thereby likely to lead to additional overspill on-street parking in Ship Lane which already suffers from a lot of non-resident street parking; obstruction of access/parking to existing neighbours; and also likely problems with emergency, tradesmen, removals and delivery vehicle access;

(aa) Local residents must have guarantees that they will always have access to street parking spaces;

(bb) Concerns with pedestrian school traffic, health and safety and congestion. Forming a footpath through the proposed development between Ship Lane and Farnborough Road would provide short-cut for 6th-Form students

Flooding/Drainage

(cc) Surface Water flooding concerns. Existing flooding problems known in the area : the road to the front of Henry Tyndale School floods during heavy rain. It is thought this would be exacerbated by the proposed development;

(dd) Increased strain on existing sewer in Ship Lane that is thought to have insufficient capacity to cope with additional new development;

Heritage Issues & Listed Building Consent Application

(ee) We need to protect Conservation Areas and Heritage Assets;

(ff) The proposals fail to respect local heritage – a lovely old area would be spoiled;

(gg) The Garden Wall is listed and protected – yet will be adversely affected by the proposals;

(hh) La Fosse House is Grade 1 Listed and should be retained; *[Officer Note: this is incorrect. La Fosse House (and also Orchard Rise occupying another part of the application site) are modern buildings dating from the 1970s which are of no heritage value and do not possess any of the qualifying criteria for being statutorily listed or even locally listed.]*

(ii) The harms caused to Heritage Assets would not be offset by sufficient development benefits to justify approval;

(jj) The cost estimates for the proposed works to the Garden Wall are likely to be a significant under-estimate – the Council must not approve any works to the Wall until the full extent of what needs to be done to the Wall is fully known and costed;

(kk) Concerns about the structural stability of the Wall due to the detachment of buttresses and other deterioration on the Woodland Crescent side. A Maintenance Plan and liability for undertaking future maintenance in this respect should be established before any consent can be granted for the overall proposed development and the works to the Listed wall. *[Officer Note: responsibility for the maintenance of the wall on the north boundary of the site is not material to the determination of the current applications, not least because this section of the wall is not subject to any proposed works with the current applications.]*

(ll) Absence of evidence of archaeology is not evidence that there is no archaeology;

Other Issues Raised

(mm) Substantial noise, disturbance, pollution, heavy vehicle traffic, activity and inconvenience during the construction period; *[Officer Note: it is long-standing Government guidance that the impacts of activity during the construction of a development cannot be taken into account in determining planning applications.]*

(nn) Loss of property value; *[Officer Note: this is also not a matter that can be taken into account in considering a planning application.]*

(oo) Concerns regarding the identity of the applicants, including their character, past behaviour/track record, likely future behaviour, financial stability, likelihood that they don't live in the area, and ability to deliver/complete the proposed development; *[Officer Note: Allegations or opinions regarding the applicants or their likely future behaviour or abilities cannot affect consideration of development proposals the subject of planning applications on their merits.]*

(pp) Those whom have made representations in support of the proposed development will likely be people that would be unaffected by the proposals;

(qq) Concern that, if the current proposed development were to be approved, the lack of financial viability would likely result in the developers reverting to the previously refused development scheme in any event. *[Officer Note: planning permission does not exist for the previous 30 dwelling unit scheme refused in 2023 and this remains the position. The current proposals can only be considered on their own relevant Planning merits – and these cannot include consideration of the future actions of a developer, including them re-submitting previous proposals; or the undertaking of any actions that would be unlawful such as undertaking unauthorised development.]*

Representations in Support: 9 representations have been received in support from the occupiers of Nos.297, 316, 312 (Farnborough Hill School) & 347 Farnborough Road; 11 & 26 Chingford Avenue; 178 Rectory Road; 9 The Gardens, Tongham, and 14 Le Borowe, Church Crookham. These collectively comment as follows:

- Welcome/fully support this application : good development that will enhance the area;
- Minimal impacts on local residents – most of the proposed houses (14/20) would be located within the existing walled garden area;
- Will make good use of a unused brownfield site as a replacement for buildings that have been vacant for some time – something must be done to bring the land back into productive use;
- The development would provide much needed additional housing of an appropriate size in an area where there is a shortage;
- The proposals would provide an attractive living environment;
- Maintains the attractive old garden wall, which is in need of work;
- Views over Farnborough Hill School would be maintained;
- Proposed landscaping would help soften the appearance of the development and integrate it into its surroundings;
- Associated environmental improvements; and
- Amazed that proposals for the re-development of this site keep getting turned down.

Neutral Representation from Hampshire Swifts : this is a charity devoted to the conservation of Swifts in Hampshire and part of a national network of Swift groups throughout the UK. It is requested that consent for the proposed development should include a requirement for provision of at least one integrated Swift Brick per dwelling unit within the development, to be secured by the imposition of a planning condition.

Policy and determining issues

The application site is located within the defined built-up area of Farnborough and is wholly situated within the Farnborough Hill Conservation Area. Conservation Areas are designated heritage assets that are defined in legislation as areas “*of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance*”. However, Conservation Area designation does not prohibit development, but rather seeks to ensure that any proposed changes within are in keeping with the area’s special character; and that development beyond their boundaries does not materially harm their setting.

The area within the application site south of, and outside, the Kitchen Garden Wall, is part of a wider area of the grounds of Farnborough Hill School that is identified by the adopted Rushmoor Local Plan Proposals Map as ‘Important Open Area’ in this case to be protected for its visual landscape value. Farnborough Road is a ‘green corridor’, which are identified transport corridors through the Borough where consideration is to be given to enhancing their landscape and amenity value.

In addition to the Conservation Area status of the whole application, there are other designated ‘Heritage Assets’ of national and local importance relating to and/or in the vicinity of, the application site, together with some non-designated heritage assets identified by the Council through ‘local listing.’ Farnborough Hill School is the primary heritage asset, being Grade I listed (List Entry No.1303116) and has an extensive curtilage and open setting as an enclave within the Farnborough built-up area surrounding. The Kitchen Garden Wall itself is both curtilage listed as it is within the historic boundary of the curtilage of Farnborough Hill School (312 Farnborough Road); and is also locally-listed (LL5112). The North Lodge to Farnborough Hill School (No.318 Farnborough Road) and its attached wall to the south-west of the application site is separately statutorily listed Grade II (List Entry No.1390603). In addition, the St. Annes Buildings portion of Farnborough Hill School (LL5114) [located to the north of the main Grade 1 listed Farnborough Hill School building] and No.2 Woodland Crescent (LL5199) are locally-listed.

A mature Weeping Willow tree located to the north-east of La Fosse House is covered by a Tree Preservation Order (TPO Order No.308). Although there are some other smaller trees within the site, these are not covered by a TPO, albeit they are, instead, provided with a degree of protection by virtue of being within a Conservation Area since it is an offence to remove or undertake works to a Conservation Area tree without first obtaining consent from the Council to do so.

Adopted Rushmoor Local Plan Policies IN2 (Transport), HE1 (Heritage), HE2 (Demolition of a Heritage Asset), 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 and Recreation), DE10 (Pollution), LN1 (Housing Mix), LN2 (Affordable Housing), NE1 (Thames Basin Heaths Special Protection Area), NE2 (Green Infrastructure including ‘Green Corridors’), NE3 (Trees and Landscaping), NE4 (Biodiversity), and NE8 (Sustainable Drainage Systems) are relevant.

Also relevant is the Council's adopted Supplementary Planning Documents (SPDs) “Parking Standards” adopted in December 2023; “Locally Listed Heritage Assets” adopted December 2020; and the Thames Basin Heaths Special Protection Area Avoidance & Mitigation Strategy in its most recent form April 2024. Since these SPDs have been subject to extensive public consultation and amendment before being adopted by the Council, some significant weight can be attached to the requirements of these documents.

The advice contained in the National Planning Policy Framework (NPPF : December 2024) and National Planning Policy Guidance (NPPG) is also relevant. The NPPG notes that *“Conservation is an active process of maintenance and managing change. It requires a flexible and thoughtful approach to get the best out of assets...”*; and that *“In the case of buildings, generally the risks of neglect and decay of heritage assets are best addressed through ensuring that they remain in active use that is consistent with their conservation. Ensuring such heritage assets remain used and valued is likely to require sympathetic changes to be made from time to time.”* The principal judgements to be made in assessing development proposals affecting ‘heritage assets’ are to (a) define the ‘significance’ of the asset; and then (b) the extent of the harm (if any) that would arise to the asset. The NPPG defines ‘significance as: *“...the value of a heritage asset to this and future generations because of its heritage interest. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”* The NPPG further states that: *“heritage interest may be archaeological, architectural, artistic or historic.”*

NPPF Section 16 *“Conserving and enhancing the historic environment”* is particularly relevant given the various ‘heritage assets’ on and in the vicinity of the application site. NPPF Para. 202 states that: *“Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.”*

Then Para.208: *“Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.”*

Under the heading *“Considering Potential Impacts”* NPPF Para 212 then states: *“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”*

NPPF Para.213 states: *“Any harm to, or loss of, the significance [in the case of a listed building often described as its “special architectural or historic interest”] of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.”* Further, ‘substantial harm’ to or loss of Grade 1 listed buildings (assets of the highest significance) *“should be wholly exceptional”*; and Grade II listed buildings *“exceptional”*. Accordingly, at Para.214: *“Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

- a) the nature of the heritage asset prevents all reasonable uses of the site; and*
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.”

At Para.215, ‘less significant harm’ must also be considered carefully : *“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”*

It is a matter of judgement for the Council whether ‘substantial’ or ‘less than substantial’ harm would arise, with *“an important consideration being whether the adverse impact seriously affects a key element of its special architectural or historic interest.”*

In respect of non-designated heritage assets, NPPF Para.216 says: *“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”*

The NPPF also acknowledges that development can have beneficial impacts upon heritage assets, stating at Para.219: *“Local planning authorities should look for opportunities for new development within Conservation Areas……, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.”*

Housing Land Supply: NPPF Para. 78 states that LPAs ‘should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ supply of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old’. Known as the ‘Five-Year Housing Land Supply’, LPAs must demonstrate that they have a sufficient supply of sites to deliver at least five years’ worth of housing. Rushmoor’s Local Plan was adopted in February 2019 and is more than five years old. NPPF Para. 78, fn. 39) confirms that where ‘local housing need’ is used as the basis for assessing whether a five-year supply of specific deliverable sites exists, it should be calculated using the ‘standard method’ set out in National Planning Practice Guidance.

The Government updated the ‘standard method’ in December 2024, which has increased Rushmoor’s ‘local housing need’ and five-year housing requirement. Moreover, NPPF Para. 78 now requires a buffer of 5% to be added to the supply of deliverable sites ‘to ensure choice and competition in the market for land’. Whilst the Council can currently demonstrate a five-year supply of housing land on the basis of these updated requirements, where an LPA is unable to demonstrate a Five-Year Housing Land Supply, the Presumption in Favour of Sustainable Development applies for planning applications involving the provision of housing. Whilst the Council is confident that it can demonstrate a Five-Year Housing Land Supply, an assessment has been undertaken which applies the Presumption in Favour of Sustainable Development to this planning application for the purposes of decision-making should it be found later that the Council is unable to demonstrate a Five-Year Housing Land Supply.

Public Sector Equality Duty (PSED) : s149 of the Equality Act 2010 requires all public authorities to “have due regard to” (a) the need to eliminate discrimination, harassment and victimisation; (b) advance equality of opportunity; and (c) foster good relations between people

with protected characteristics and those without as an essential element of their decision-making, which includes the consideration and determination of Planning Applications. 'Protected characteristics' are: age, disability, gender re-assignment, marriage/civil partnership, pregnancy/maternity, race, religion/belief, sex and sexual orientation.

The use of La Fosse House is stated to have ceased in 2013. It was formerly used as a retirement home specifically designed for the nuns affiliated with Farnborough Hill Catholic Independent School for Girls, but closed due to diminishing numbers. Orchard Rise was also used as a dwelling for nuns. Whilst the proposal would result in the loss of both buildings, their use was for a specific group rather than being available as general needs older persons accommodation and is stated to have closed due to a lack of demand. Given the length of time since the use ceased and having regard to the specific nature of the accommodation that was provided and the reasons for closure, it is not considered that there are implications arising from the PSED that would have material implications for the consideration of the proposed development on its relevant planning merits.

It is also pertinent to consider the limited grounds on which the previous (2023) planning application (23/00597/FULPP) for 30 dwelling units (comprising 20 flats in two large central blocks) was refused. In this respect, it is just reason No.1 that identifies the substantive planning harm considered to arise with the previous scheme, which was solely the impact of those proposals on heritage assets arising from the prominence, bulk and massing of development in close proximity to the curtilage listed wall:-

"1. The proposed development, by virtue to its bulk and massing, and proximity to the Curtilage Listed Wall, and prominence within the Farnborough Hill Conservation Area and Grade 1 Listed Building Farnborough Hill, would result in harm to the significance of the Heritage Assets (Grade 1 Listed Building + Curtilage Listed Wall, and Farnborough Hill Conservation Area). Such identified harm would not be outweighed by the public benefits of the proposal. The proposal would be contrary to the National Planning Policy Framework, and Policy HE2 and HE3 of the Local Plan."

The current proposals are for a significantly different development scheme solely for houses and a notable reduction in the overall number of dwelling units and, therefore, density of development. All of the other reasons for refusal of the 2023 planning application relate to matters that would normally be secured with a s106 Legal Agreement had the decision been made to approve the 2023 scheme.

In the context of all of the above-mentioned considerations, the main determining issues in respect of planning application A. (24/00748/FULPP) are considered to be:-

1. The Principle of the proposals;
2. Affordable Housing;
3. Visual Impact including impact on trees;
4. Heritage Impact;
5. Impact on Neighbours;
6. The Living Environment created;
7. Highways Considerations;
8. Drainage issues;
9. Impacts on Wildlife & Biodiversity Net Gain; and
10. Public Open Space.

In respect of the Listed Building Consent application B. (24/00746/LBCPP) the main determining issues are considered to be whether or not the proposed works would have any

adverse effect upon the significance, special interest and character or appearance of the curtilage listed Kitchen Garden Wall.

Commentary

1. Principle of development -

The northern (La Fosse House) section of the application site that is the curtilage of La Fosse House is proposed to accommodate most (14 out of 20) of the proposed houses the subject of the application, replacing an existing modern 1970s building (La Fosse House) that occupies this space – and adjoins other existing modern development at Woodland Crescent. The La Fosse House section of the site is identified by the Local Plan as being within the defined urban area of Farnborough and is land adjoining existing modern housing development in a predominantly residential area. The fact that the land is also identified as being part of the Farnborough Hill Conservation Area and within an area enclosed with a curtilage Listed Kitchen Garden Wall within the wider extensive curtilage and setting of Farnborough Hill School does not, in itself, preclude the proposed re-development in principle. Rather it is necessary for the Council to consider the significance of the various heritage assets that may be affected and the extent of the harm that would arise to them.

The proposed development is seeking to make more efficient use of previously developed land, which, within reason, continues to be a clear objective of both Government planning guidance and current adopted local planning policy. There is no planning policy objection to the loss and removal of La Fosse House, which is not a heritage asset. Accordingly, despite the Conservation Area designation of this land, and also the fact that it forms part of the extensive curtilage of Farnborough Hill School, it is considered that the proposals in respect of the La Fosse House portion of the application site are acceptable in principle subject to careful consideration of the heritage impacts and normal development control criteria being satisfied having regard to the details of the proposals.

The area of land at the application site to the south of the curtilage-listed Kitchen Garden Wall is a small part of the designated Farnborough Hill School Important Open Area, where Local Plan Policy NE2 is applicable. None of this part of the Important Open Area is publicly accessible and, as such, it solely serves a visual landscape function and it largely makes its visual contribution to the wider Open Area through the preservation of a direct line of sight to and from the lych gate as an entry-point into the former Kitchen Garden. It is otherwise in a peripheral location and is already enclosed from the wider Farnborough Hill Open Area by hedging and fencing. Policy NE2 seeks to resist proposals for the development of land within Important Open Area where they would have a significant adverse impact upon the essentially open character of those areas.

The 2023 refused scheme proposed the erection of 6 houses on the Open Area portion of the application site in an arrangement identical to what is proposed with the current application – and the 2023 application was not refused on grounds of the loss of Open Area under Policy NE2. This is because it was and continues to be considered that the proposals for the Open Area portion of the application site would not result in any material harm to the essential openness and function of the Open Area overall. In this respect, the proposed 6 houses are to be provided in two small terraces of 3 houses each; one located in a frontage position at the east side of the Open Area land fronting Ship Lane in a similar position to the existing house at Orchard Rise to be demolished; and the other terrace would align with the existing detached houses at Nos.8-11 Woodland Crescent to the west side of the portion of the Open Area. The broad central portion of the application site within the Open Area between the proposed 3-house terraces would contain dominantly open land uses : car parking for the proposed 6

houses and landscaped amenity areas containing a pond and an attenuation basin.

Importantly, the design of the site layout maintains the visual sight-line axis of the Kitchen Garden Wall lych-gate from the main part of the Open Area to the south. The 6 houses proposed to occupy the visual margins of the Open Area have also been specifically designed to reduce their scale and visual impact, having fully-hipped roofs and no accommodation provided within the roofs. Importantly, although there would be no vehicular access link between the east and west terraces, there would be a footpath link provided and this would enable access to be possible to this portion of the Open Area. To retain the open character of this central area it is considered that permitted development rights for provision of hardstanding(s) and other development should be removed by condition.

In conclusion in respect of the Important Open Area designation of the southern portion of the application site, as with the 2023 scheme, it is considered that the proposals for development within this area would not give rise to any material and harmful impact upon the essential qualities overall Open Area and, as such, that there is no conflict with the objectives of Policy NE2.

2. Affordable Housing -

Local Plan Policy LN2 requires provision of 30% affordable housing on land outside the town centre area for sites of 11 or more dwelling units, subject to viability. However, if an applicant is able to demonstrate that the financial viability of a proposed scheme cannot support some or all of the affordable housing requirement of Policy LN2, and this is independently verified, the scheme would be considered policy compliant; and this approach accords with Government Planning Policy & Practice Guidance. As originally submitted, the applicants argued that the proposed development was not financially viable if required to provide affordable housing as a result of the evidence provided by a Financial Viability Assessment (FVA). However, the applicants' FVA has been independently assessed on behalf of the Council by Adams Integra, who have concluded that, despite the subsequent receipt of rebuttal evidence from the applicants' affordable housing consultant, the scheme generates a surplus profit of £524,443.50 which should be secured as a financial contribution towards the provision of affordable housing off-site. In this case it is considered that local housing needs would best be met by securing an affordable housing contribution in lieu of delivery on-site, given the low number of units that could be delivered on site. The applicants have agreed to this sum being secured with the s106 Legal Agreement in this case. Accordingly, subject to this sum being secured with the s106 Agreement, it is considered that the proposals would comply with the requirements of adopted Local Plan Policy LN2.

3. Visual impact and impact on trees -

It is Government planning guidance that, in assessing impact of proposed development upon the character and appearance of an area, this should be considered in the light of the impact upon the area as a whole. As a result, the existence of differences from neighbouring buildings are not likely to be sufficient to identify material harm on the character and appearance of an area. Indeed, it is extremely rare for the character and appearance of an area to be narrowly defined by a particular building type, age, size, height and overall appearance: the character of most urban land is usually defined by an eclectic mixture of features and characteristics. Nor is the character and appearance of an area artificially restricted to properties with a specific postal address on individual roads within an area to the exclusion of others. In this case, the character of the built development in the area is mixed, comprising a range of conventional dwelling types, ages, designs, styles, heights, external finishing materials and, indeed, extent of alterations. The visual impact upon the designated Farnborough Hill School Important Open

Area has already been considered in Section 1 of the Commentary of this Report above.

There have been no material changes to the existing character of the area since the previous planning application was considered and refused in 2023. It is considered that the current proposed development would have much reduced visual impact compared to the 2023 refused scheme given that the proposed development now solely comprises houses of conventional pitched-roof design and appearance that would be no taller than 2.5 storey height, and which would not be materially taller than the existing La Fosse building occupying part of the land as existing. Those proposed new houses closest to the wall would be separated from it by the depth of their rear gardens, a distance of 11 metres, which is a similar relationship to that which already exists between the wall and houses at Woodland Crescent. By contrast, the 2023 refused scheme proposed a pair of large 3.5 storey high blocks of flats with significant sections of flat roof in much closer proximity to the north side of the listed wall and would have been much more visually prominent and more visibly fill the space within the Kitchen Garden. Whilst the current proposal would increase the density of built form within the site and be visible to the surrounding area this would not be to the same extent that resulted in the on-balance refusal of the 2023 proposals. Furthermore, the reduced density of development allows additional opportunities for structural and screen landscape planting beyond the individual house plots – especially along the east, west and south margins of the site.

As with the 2023 proposals, the minor frontage of the application site with Farnborough Road between the ivy-clad timber-fenced rear garden enclosures of No.11 Woodland Crescent and North Lodge is, as existing, enclosed with low chain-link fencing, behind which, in addition to more ivy, there is a line of cypress conifer trees (T44 and G45) and, further to the rear, some poorly-managed and likely self-seeded trees including a multi-stemmed sycamore tree (T43 : B2), an Ash tree (T42) and Holly (G46). It is proposed that these trees be removed to enable the formation of the 4.3 metre wide private drive access to/from Farnborough Road to serve Plots 15-17 only. These plots would have their rear gardens facing towards the road with the rear boundaries of these plots set back approximately 15 metres behind the road frontage. It is considered that there is clear opportunity for the provision of new landscape and screen planting (to be secured by condition) between the rear of Plots 15-17 and the road to bolster what already exists and, as such, to ensure that the Farnborough Road 'green corridor' at this point is not materially compromised by the formation of the accessway and, indeed, that the verdant qualities of the corridor would be enhanced.

Impact on Trees : There have been no material changes in circumstances in respect of trees on or adjoining the site since the previous 2023 planning application was considered; and no reason for refusal citing impacts on trees was advanced with the 2023 refusal.

Tree Reports have been re-submitted with the application comprising a Tree Survey Report and a separate Arboricultural Impact Assessment Report. These collectively examine and assesses the quality of all trees on or adjoining the site, the likely impact of undertaking the construction of the proposed development, tree protection measures to be in place for the duration of the site clearance and construction period of the development, and the potential for impact on the trees in the longer term due to possible 'future resident pressure' once the proposed houses are occupied, including any specific elements of the design of the current scheme that would mitigate such impacts.

As with the previous scheme, it is proposed that a number of small largely ornamental trees would be removed mostly from within the interior of the site as a result of the proposed development; none of which are considered to provide any significant value to the wider landscape overall and most are of C-Grade quality; as follows:-

- T10 – Wild Cherry – C1
- T11 – Wild Cherry – B1
- T12 – Purple Plum – C1
- T14 – Japanese Maple – C1
- G15 – Lawson Cypress – C2
- T23 – Leyland Cypress – C2
- T24 – Leyland Cypress – C2
- T25 – Lawson Cypress – C2
- T27 – Lawson Cypress – U
- G31 – Apple – C1
- T42 – Ash – C1
- T43 – Sycamore – B2
- T44 – Leyland Cypress – C2
- G45 – Leyland Cypress – C2
- G46 – Holly – C2
- Two sections of G5 – Holly/Ash Ship Lane frontage hedge – C2

Two sections of the Ship Lane frontage hedge would need to be removed to enable the proposed new vehicular accesses to be formed. Furthermore, it is likely that the existing hedge would need to be pruned back in order to maintain the appropriate forward visibility highway sight-lines for the proposed Ship Lane vehicular accesses. It is not considered that these minor losses of hedge and on-going works would materially harm the visual amenity of the area – and would have the benefits of opening up some better public views of the curtilage listed Kitchen Garden Wall and ensuring improved highway safety.

3 trees and 2 tree groups would be lost through the provision of the proposed small private drive entrance from Farnborough Road to serve just Plots 15-17. Aside from T43, these trees are considered to have limited amenity value and their loss is not considered to result in material harm to the landscape character of the area. T43 is a B-Category Sycamore tree, and due to its size, the tree has landscape value as part of the boundary screening in this location. However, its loss would not harm the character of the area, and, in any event, mitigation would be provided with replacement planting.

T11 is a Category-B Wild Cherry tree situated within the Kitchen Garden Wall. However, the tree is at the end of its mature phase and is positioned within the enclosed area where it is not readily visible. Accordingly, it is considered that its loss would not be so adverse as to result in material harm to the visual character and appearance of the area. Furthermore, mitigation would also be provided with replacement planting.

A TPO tree identified in the submitted Arboricultural Report as Tree T1 – a Weeping Willow, would be retained intact. This tree is already surrounded by existing hardstanding area and it is proposed that some parking would continue to be provided in this area. However, the submitted Arboricultural submissions sets out a method of works to remove, repair, and replace the existing hardstanding. Subject these measures being securing by condition, it is considered that T1 would be adequately protected.

The Council's Arboricultural Officer concurs with the Arboricultural assessment, the justification for tree loss, some pruning works to trees to be retained, and the tree protection works and measures to be undertaken. They have, accordingly, confirmed that the current proposals would have no adverse implications for amenity trees worthy of retention, including the TPO tree located in the north-east corner of the site, provided that the development is carried out in accordance with the submitted tree protection measures. Subject to the imposition of conditions requiring the proposed special foundation construction be implemented in full, and

the prescribed tree protection measures are implemented and retained as specified for the duration of the construction period of the proposed development, it is considered that the proposals are acceptable having regard to Policy NE3.

Accordingly, the current proposals are not considered to result in any material harm to the area's visual character. Indeed, it is considered that the proposed development would not appear out of place within the surrounding street scene context in both Ship Lane and Farnborough Road. The design and external appearance of the proposed houses is conventional and acceptable. There have been no changes to the house designs since the previous application, which was not refused on house design or visual impact grounds. It is considered that the proposed development would remain appropriately sympathetic to the already varied pattern of development and built form of the area. Overall, it is considered that the proposed development would have a limited visual impact. As such it remains the case that the proposed development is considered acceptable in visual terms.

4. Heritage Impact -

Assessment of Heritage Significance : The main building at the former Farnborough Hill House (now School) was Grade I listed in November 1975 and is, as such, a building of the upmost heritage significance. This primarily relates to the highly decorative and mostly intact interiors and exteriors of the building which includes the original 1860s building and later extensions and is also of exceptional historic interest due to both its illustrative value as a high status late 19th century country house; and its associative value due to various connections with important people and events. It also commands a substantial well enclosed and screened curtilage and wider setting as an enclave surrounded at some distance by more modern conventional housing development within the Farnborough urban area. The Listed building is situated in an elevated position with significant views primarily the east and south-east towards Highgate Lane and the junction with Ship Lane and Farnborough Street. The School use of the site commenced in 1927 following the death of the Estate's heir, until 1994 run by a Roman Catholic religious order. In 1994, the School was transferred to the Farnborough Hill Trust, marking a shift to lay management and ownership. The School use of the site has resulted in the development of a range or more modern buildings to the north-east side of the Grade 1 listed building of a variety of ages and designs generally occupying other parts of the hilltop and sides. Much more recently, the School has constructed an all-weather floodlit sports pitch on the portion of the Estate open area towards the Ship Lane boundary near the junction with Newton Road. A number of the eminent former pupils of the school are known for their sporting achievements. The School use of the site has been an enduring active use of the Estate, albeit it has necessitated the introduction of some significant additional buildings and other development within the curtilage. Nevertheless, the principal setting of the building to the east and south-east remains intact and undeveloped, including the access drive into the School from Farnborough Road near its junction with Highgate Lane.

The Kitchen Garden Wall is curtilage listed as an ancillary part of the historic curtilage of Farnborough Hill in addition to being locally-listed, albeit it is located in a somewhat peripheral position at the northern extremity of the curtilage removed from the main axis of the visual setting of the Grade 1 listed Farnborough Hill School building. Indeed, there is no inter-visibility between the Kitchen Garden Wall and the Grade 1 listed building since the complex of more modern school buildings are situated in-between. The heritage significance of the Kitchen Garden Wall arises from being a remnant structure and enclosure of a rectangular area of land previously used as a Kitchen Garden, originally in connection with, and ancillary to, the use and occupation of Farnborough Hill House as a residence. The survey sheet for the local-listing indicates that the Wall is recognised for its age, as an example of building techniques and traditions and for its historic group value. Individually the Kitchen Garden Wall has limited

architectural and historic interest and its original use enclosing a Kitchen Garden has long since ceased, with the enclosure now being the site of a modern care home building built in the 1970s – possibly due to its marginal position within the Estate. Much of its significance is ‘borrowed’ from its historical association with the main Farnborough Hill School building. Modern development has also been built to the north and west sides of the Wall. Accordingly, it is considered that its significance within the Farnborough Hill Estate has been eroded, and although it is a surviving remnant of historic fabric, it is in need of repair and, with the closure of La Fosse House some years ago, also in need of the protection of an active land use.

The North Lodge (including an attached wall) was listed Grade II in its own right in 2003 on account of its own distinct architectural and historic interest. This arises from being physical evidence of the social and economic status of country houses in the late 19th Century, being the lodge to a large country house; and also the way that it demonstrates domestic practices of the period. It clearly also has strong associative historic value due to its strong connection with, and proximity to, Farnborough Hill School. It is situated adjacent to the ‘Out’ vehicular driveway on the Farnborough Road frontage; and it has an enclosed private rear garden to the north sideways-on to the road frontage and, as such, has its own contained and clearly defined curtilage. The setting of North Lodge is relatively compact and it has evidently been degraded and reduced somewhat over time by the Woodland Crescent development to the north and frontage development along Farnborough Road opposite, not to mention traffic noise from the adjoining Farnborough Road. Nevertheless, there is a broad expanse of open land within the Farnborough Hill Estate to the east that continues to be setting.

The Farnborough Hill Conservation Area was first designated in 1977 and subsequently reviewed in 1989 and once again in 2022, when the Council decided that a swathe of more modern residential development at Woodland Crescent, Highgate Lane, Chingford Avenue and The Chase should be de-designated; i.e. removed from the Conservation Area; and that the original Farnborough Hill Conservation Area be split into two separate distinct Conservation Areas. Following rounds of public consultation, in June 2025 the Council published the Farnborough Hill Conservation Appraisal & Management Plan and the new smaller Farnborough Hill Conservation Area was designated effectively comprising solely the current curtilage of the Farnborough Hill Estate. The whole of the current application site is within the new Farnborough Hill Conservation Area and identified as ‘Sub Area 3 : the “Walled Garden”’. It is bounded to the south by ‘Sub Area 4’ : “Parkland”, which is the largest portion of land within the Conservation Area, being most of the open parkland within the Farnborough Hill Estate. Specifically commenting on Sub Area 3, the Appraisal & Management Plan notes:- *“The future use and development of land in and around the walled garden has been the subject of considerable interest and discussion in recent years. Ensuring that the conservation area, its character and appearance, and the integrity of the structures within are preserved and enhanced will be a very important material consideration in the context of any development proposals.”* However, it is considered that the significance of this feature upon the visual character and appearance of the Conservation Area is limited by the fact that views of the Wall from publicly accessible places in Ship Lane are obscured by the existing mature hedge lining much of the Ship Lane frontage of the site.

A. Planning Application 24/00748/FULPP

The proposed development has been significantly revised since the 2023 refused scheme to reduce the extent (in terms of mass, bulk, height and design) and proximity of new built development to the Kitchen Garden Wall by introducing smaller scale buildings with more space about them within the area enclosed by the Wall; with the proposed site layout also continuing to retain the open character of the Wall and its entranceway axis via the lych-gate into the parkland area beyond to the south in order to retain this key element of the visual and

historic character of this portion of the Farnborough Hill Conservation Area.

In terms of the proposed dwellings within the area enclosed by the Kitchen Garden Wall (Plots 1-14), these would all have private domestic garden areas abutting the wall, which is an arrangement that already exists with the immediately adjacent Woodland Crescent. The proposed dwellings would be simple, conventional and inoffensive in design and external materials – and planning conditions would require the Council's approval of the external finishing materials of the development of an appropriate high quality and match; and also a Construction Management Plan setting out measures to ensure the protection of the Wall during the construction period of the development. It is considered that the removal of domestic PD rights, the requirement for the submission of details of boundary treatment, and existing Listed Building statutory controls and penalties would also enable the Council to retain effective control over future development in the vicinity of the Wall in the future.

Further, the proposed built development to the south of the Wall leaves the broad central portion of the development between the proposed two terraces of three dwellings (Plots 15-17 and 18-20) as open land uses, comprising modest car parking areas to serve the houses, a pond, a drainage attenuation basin (a seasonal pond basin), together with significant planted areas. The proposed dwelling units in these terraces would be of traditional form and detailing; and of fully-hipped roof form and 2-storey height only. There would be no vehicular route across the site from Ship Lane to Farnborough Road, with the proposed new road accesses to serve the two terraces being private driveways only. There would be a footway/cycleway link between Ship Lane and Farnborough Road via the lych-gate however. Conditions are recommended to prevent the erection of development in front of, or in the vicinity of, the wall, including the removal of domestic PD rights.

On this basis it is considered that, whilst the proposed development would clearly result in some harm to the context of the Kitchen Garden Wall and the space that it encloses, the Wall itself would be retained, and the proposed changes to the access arrangements from Ship Lane would enable the significance of the Wall to be better revealed to the public. Accordingly, the harm that would arise to the architectural and historic interest and context/setting of this curtilage listed structure is considered to be less than substantial. Similarly, given the peripheral location of the application site within the Farnborough Hill Estate curtilage well away from the principal focus of the setting of the Grade 1 listed Farnborough Hill School and the Grade II listed North Lodge, it is considered that the harm to the integrity and setting of these listed buildings must also be less than substantial. Additionally, whilst there are also some locally-listed buildings (other than the Kitchen Garden Wall) at the Farnborough Hill School St. Annes Buildings and No.2 Woodland Crescent, it is considered that any impacts upon these non-designated heritage assets must also be less than substantial.

In terms of impact upon the visual character and appearance of the Farnborough Hill Conservation Area, the proposals would visibly increase the density of built form within the site, albeit this would be better distributed so as to minimise the impact upon openness where this would have the most impact upon character and appearance; and also maintain adequate and respectful separation from the Kitchen Garden Wall. The proposed opening-up of new accesses on the Ship Lane frontage, together with provision of a publicly-accessible pedestrian path route between the proposed new vehicular accesses adjacent to the Wall, would enable the heritage significance of the Wall to be better revealed to the public. Accordingly, on balance, it is considered that the proposed development would adequately preserve, i.e. not give rise to significant harm to, the visual character and appearance of the Conservation Area and, indeed, better reveal some of its qualities to the public.

Where, as in this case, proposed development is concluded to give rise to less than substantial

harm to the significance of heritage assets, this *harm “should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”* In this respect it is considered that there are a number of public benefits that arise from the proposed development, namely:-

- Provision of much-needed family-sized residential dwellings;
- Provision of an appropriate financial contribution towards provision of off-site Affordable Housing;
- The bringing back into use of a site that has been vacant and unused for some time with a new viable use;
- Better reveal the Kitchen Garden Wall section of the Conservation Area to the public; and also...
- Enabling the repair of sections of the curtilage listed Kitchen Garden Wall and ensuring the continued protection of the Wall with an active land use.

It is considered that these benefits outweigh the less than substantial harm to heritage assets that has been identified. On this basis it is considered that the proposed residential re-development would have an acceptable heritage impact.

B. Listed Building Consent Application 24/00746/LBCPP

The curtilage listed Kitchen Garden Wall has been altered a number of times. The southern section has been lowered, and an opening created to the north-east as part of its development with the La Fosse House care home. A former cart entrance has been blocked up. The Wall is in poor condition, with significant deterioration to the southern section of wall in particular. The Condition Report submitted with this application notes defects such as invasive plants causing damage, defective and missing lime mortar, damage from cement mortar, missing and broken tiles, and movement cracks. The submitted Report advises that it is intended to refurbish the Wall to a high standard, and thereby to stop further deterioration, in connection with the proposed development. The proposed landscaping scheme for the proposed development also includes the proposed planting of new fruit trees along the wall to restore some of its historical character and original function. These proposed works are considered to be a significant benefit of the proposals as it would enhance the Heritage Asset.

The proposals would involve the removal of part of the original curtilage listed wall in a central position along the eastern side to create one of the proposed new vehicular entrances into the site; and also to re-build a similarly-sized section of the wall previously removed to provide the current vehicular entrance into the parking area for La Fosse House. The areas of wall involved in these proposed works are considered to be relatively small and the resulting impact upon significance would be limited. Indeed, the proposed works to the Wall would neither detract from the overall significance of the existing building as an enclosure, nor from a heritage perspective. A Method Statement for the part removal and rebuilding of the Curtilage Listed Wall has also been produced and is considered to be acceptable. The resulting harm to the heritage value and significance of the wall is considered to be less than substantial and to be outweighed by the benefits of the wall being refurbished.

Subject to conditions requiring material samples, the removal, rebuilding, repair and maintenance of the Curtilage listed wall, removal of domestic PD rights, and a Construction Management Plan; the proposed works to the Kitchen Garden Wall are considered to result in less than substantial harm to heritage assets, and would not result in significant visual harm to the character of the area.

The proposals are therefore considered to be acceptable having regard to the requirements of

adopted Local Plan Policies HE1, HE2, HE3 and DE1 of the Local Plan and also to comply with the NPPF in respect of heritage impact considerations.

5. Impact upon neighbours -

When considering impacts upon neighbours, the basic question for the Council to consider is whether or not the impacts of the proposed development on the amenities of neighbouring properties, especially residential neighbours, would be both materially and harmfully impacted in planning terms. The correct test in this respect is whether or not existing neighbouring properties would, as a result of the proposed development, maintain acceptable amenities to meet the needs of residential occupation. It is not the role of the Planning system to defend neighbours against the loss of any private views from their properties where these views are derived from over adjoining land not in their ownership. In terms of privacy concerns, a degree of mutual overlooking often exists between neighbours and this is considered both normal and acceptable. It is necessary for the Council to consider whether or not occupiers of neighbouring properties would be subjected to unacceptable undue overlooking rather than any overlooking at all. The previous 2023 planning application refusal did not identify any impacts upon neighbours as a reason for refusal and it is considered that this remains true of the current proposals.

In this context, whilst the application site adjoins existing residential property to the north, east and west, most is mitigated from potential adverse impacts by any combination of separation distance, orientation, different ground levels, the Ship Lane road, and, notably also, the intervening screening provided by the listed wall. To the south the application site adjoins the broader expanse of the Farnborough Hill open area. As a result, it is considered that, with the exception of Nos.8-11 Woodland Crescent and the North Lodge to the west; Nos.12-15 Woodland Crescent and 131 Ship Lane to the north; and Nos.106-224 (even inclusive) Ship Lane opposite the application site frontage onto Ship Lane, no other neighbouring properties could be materially and harmfully affected by the proposals. The impacts upon those nearest and/or adjoining residential properties identified above as being conceivably impacted by the proposed development are considered in the following paragraphs:-

The proposal would introduce new dwelling units backing onto Farnborough Road south of No.11 Woodland Crescent; and other development fronting Ship Lane. In both instances the dwellings (at Plots 15-17 and 18-20) would be at least 20m away from the existing residential dwellings opposite, and as a result, no material overbearing, loss of daylight or sunlight or overlooking impacts would arise. The North Lodge has a very private enclosed rear garden area that backs towards the rear corner of the rear garden of Plot 15. However the proposed new house plots would be orientated at right angles and the separation distance and existing tree and vegetation screening to be further consolidated with new planting is considered to be more than sufficient to maintain an acceptable relationship between the existing and proposed dwelling plots.

Plots 10 – 14 would back onto the rear gardens of 12-15 Woodland Crescent with entirely conventional and acceptable relationships between properties even without the screening effect of the intervening wall. The more oblique relationship between the existing house at 131 Ship Lane and the proposed Plot 14 house would also be acceptable. Any mutual views between these existing neighbouring properties and proposed new dwellings within the development would be obscured by the intervening existing listed wall, which is approximately of equivalent height to eaves level on the adjacent houses. Whilst the roofs of these new houses would have a rooflights in the rear roof slopes facing the existing neighbours to the rear, no material and undue overlooking could arise from these windows due to their cill-height above the internal floor level. The dormers proposed for the new houses would be situated in

the front roof slope facing into the site rather than towards the neighbours and a suitably worded condition can be imposed to remove permitted development (PD) rights for installation of roof extensions. As a result it is considered that the proposals would not lead to an overbearing, loss of daylight or sunlight, or overlooking impacts to the residential neighbours in Woodland Crescent to the north.

The proposed houses at Plots 10 and 1 would be sited sideways-on and slightly angled away from the walled boundary of the application site shared with the private access road to the front of Nos.8-11 Woodland Crescent. The minimum separation distance from building to building would be a minimum of approximately 12 metres (No.8 Woodland Crescent front elevation to the proposed rear corner of the Plot 10 house), which is considered to be an entirely acceptable relationship in planning terms even in the absence of the wall in-between. At this distance, along with the wall, the proposal would not result in harmful overlooking, or loss of daylight and sunlight.

Concerns have also been expressed more generally by objectors about the possibility of increased noise, disturbance and pollution arising from the proposed development. However it is considered that the type and nature of activity associated with the proposed residential development would be both conventional and typical of that which occurs in residential roads. In the circumstances, whilst it is appreciated that the proposals would result in change, the resulting activity would neither be undue nor unacceptable in planning terms.

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

In conclusion it is considered that the proposed development would have an acceptable impact upon neighbours and, as such, meet the requirements of adopted Local Plan Policy DE1.

6. The living environment created -

The previous planning application was not refused on account of this issue and there have been no changes that make a material difference to this assessment in respect of the current application. The proposed houses would provide accommodation meeting the Government minimum internal floorspace standards appropriate for their level of occupancy. The proposed development is also able to provide on-site amenity space for residents in the form of private rear gardens exceeding the requirements of New Local Plan Policy DE3 for all of the proposed new dwellings. It is also considered that the proposed dwellings would have acceptable relationships with all neighbours in terms of light, outlook and privacy for much the same reasons as it is considered that neighbours would not be materially affected by the proposed development.

It is considered that the potential road noise concern raised by Environmental Health in respect of the proximity of the Plots 15-17 houses to Farnborough Road can be satisfactorily dealt with by imposition of a standard condition requiring a noise impact assessment and, as appropriate, implementation and retention thereafter of any mitigation measures that are identified to be

required.

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

7. Highways impacts -

Adopted Local Plan Policy IN2 states that development will be permitted that; integrates with the existing movement network, provides safe, suitable and convenient access for all potential users, and does not have a severe impact upon the operation of, safety of, or accessibility to the local or strategic road network.

Notwithstanding the various objections concerning highway safety and capacity issues, repeated with the current planning application, the previous 2023 planning application was not refused on highway grounds. This is fundamentally because Para.116 of the NPPF imposes a demanding test for the assessment of highways impacts. It is current Government guidance that denying planning permissions on highways grounds is only justified and appropriate where any highways concerns are demonstrated to give rise to 'severe' harm to the safety and/or convenience of highway users. It is not sufficient to merely identify concern about a highway matter. Furthermore, clear evidence of wider harm(s) being caused to the highway network with severe impact(s) must be identified. As a consequence, justification for refusal on highway grounds must meet a high threshold. Furthermore, in order to refuse highway safety and/or convenience concerns, it would be necessary to have clear and compelling evidence to demonstrate the severe impact, likely with the technical support of the Highway Authority, in this case Hampshire County Council (HCC Highways). However in both the 2023 case and the current case HCC Highways did/do not raised any highways objections to the proposals.

It is also long-standing Government guidance that it is neither appropriate nor reasonable for developers to be required to resolve existing highway problems in the vicinity of their site in order to secure planning permission that they are neither responsible for, nor would materially exacerbate as a result of their proposals.

Traffic Generation : The Highway Authority (Hampshire County Council : HCC Highways) has raised no objections to the proposed development on the grounds of traffic generation and any alleged inadequacy in the capacity of either Ship Lane or Farnborough Road to accommodate the traffic associated with the proposed development. In this respect, the proposed development is collectively actually small in scale relative to the existing design traffic capacity of the adjacent roads concerned, especially when, as is necessary, the potential traffic generation of the existing development at the application site must also be taken into account in assessing the extent of any additional traffic that would arise. The northern proposed Ship Lane access would serve 14 houses; and both the proposed southern Ship Lane access and the Farnborough Road accesses would serve just 3 houses each. As a result, the industry standard TRICS Assessment undertaken with the Transport Assessment calculates that the proposed development would be expected to give rise to just 11 additional trips (divided between the three proposed accesses) during the standard network peak hours.

Since no significant additional traffic generation arises, HCC Highways has not requested a transport contribution. The developer would, however be obliged to fund the works involved in constructing the new vehicular accesses onto the public highway and this would be subject to

the usual separate licencing process under the Highways Acts with HCC Highways. Irrespective of the granting of a planning permission, no works can take place on the public highway without the Highway Authority's consent and HCC Highways would secure the necessary agreements under highway legislation prior to works commencing on site.

Public Highway Access : Additionally, no concerns are expressed by HCC Highways about the safety or capacity of the proposed new junctions onto Ship Lane and Farnborough Road. Whilst highway safety objections have been raised on the basis that motorists using Ship Lane are often speeding, thereby calling into question the need for longer sight-lines and the veracity of the traffic surveys undertaken, it is generally considered inappropriate to design road and junction layouts on the basis of motorist behaviour that would be illegal and potentially subject to law enforcement. At both proposed Ship Lane accesses visibility splays of 2.4m x 49m to left and 2.4m x 50m to the right have been provided. At the proposed Farnborough Road access, visibility splays of 2.4m x 56m to the left and 2.4m x 52m to the right would be provided. These sight-lines make an appropriate allowance for some traffic to be exceeding the speed limit. Both of the new accesses onto Ship Lane are situated on the outside radius of the bend in the road on the side of the road that does not have any street parking (and has double-yellow lines) such that the forward visibility sight-lines are acceptable despite the brow of the hill 65 metres to the north that coincides with the Woodland Crescent junction. HCC Highways consider that all of the visibility splays to be provided are acceptable subject to the sight-lines being kept clear of any obstruction exceeding 0.6m in height – for which an appropriate planning condition is requested. In the case of the Ship Lane accesses this may involve some on-going pruning of sections of the existing hedge to either side; however the sight-lines for the Farnborough Road access are accommodated within the bell-mouth of the proposed access and the existing pedestrian pavement to either side.

Additionally, it would be usual for HCC Highways to require the provision of additional highway signage to warn motorist of the presence of additional road junctions and/or a 'New Layout Ahead'; and also review the painted road markings, although there are already 'SLOW' markings either side of the brow of the hill.

The blocking-up of the existing Ship Lane highway access and the restoration of the appropriate road edge kerbing at the appropriate time would be a requirement of the licencing process for the new road accesses operated by HCC Highways under Highways legislation.

Internal Layout : HCC Highways consider the internal layout design of the proposed development to be acceptable since, although it is proposed that the internal road layout would remain private and unadopted, it would comply with all adopted technical requirements. The internal roadways are considered to be of acceptable width, geometry and overall standard to serve the proposed development. Turning spaces would be provided so that vehicles at all of the proposed houses could both enter and leave the development in forward gear. Vehicle tracking has also been provided to demonstrate that a super large refuse vehicle could enter and turn within each of the proposed roadways and, indeed, also shows that a fire tender can do the same. at the Farnborough Road access, two vehicles can safely pass each other, and a refuse vehicle can safely access and egress the site in forward gear. Even with the smaller private drives to serve Plots 15-17 and 18-20 there would be good visibility and space provided for passing manoeuvres to take place, albeit it would be traffic associated with the occupation of these driveways would be expected to be light since they both serve just 3 dwellings such that incidences of vehicles meeting each other would be likely to be rare.

The proposed development makes acceptable provision for pedestrian access throughout the development and to both Ship Lane and Farnborough Road albeit it would be a private matter for the developer whether or not these cross-site routes would be made available to the general

public given that none of the proposed development is intended to be adoptable as public highway. However, it would, for example, be possible for the developer to allow public use as a 'permissive footpath' or similar.

The overall arrangement and position of parking internally within the development is therefore also considered to be acceptable.

Parking Provision : The proposed development makes satisfactory provision for on-site parking comprising two parking spaces for each proposed 3-bedroom house, either as on-plot driveway parking, or adjoining frontage parking, or small parking courtyards nearby. Additionally, there are 4 other spaces to be allocated as visitor spaces. It is considered that the proposals comply acceptably with the Council's adopted car parking requirements and that the proposed development would meet its own functional car parking needs without materially exacerbating any existing parking issues in the locality. Cycle parking is shown to be provided within the scheme with sheds located in each rear garden. The proposals would thereby meet the Council's adopted parking standards in full and, as such, the proposed development makes appropriate and acceptable provision for parking on-site to support itself.

Bin Storage & Collection : All of the proposed house plots are shown to be provided with adequate space for the storage of refuse/recycling bins and this can be secured and retained with the imposition of the usual planning condition and no objections are raised by the Council's Operations Manager (Domestic Bin Collection).

It is considered that the proposals do not conflict with Government policy/guidance, adopted Local Plan Policy IN2, and the Council's adopted Car and Cycle SPD and are, as such, acceptable in highways terms.

8. Drainage issues -

Notwithstanding the drainage concerns raised by some objectors, the refusal of the previous application 2023 did not cite a reason for refusal relating to drainage issues.

The making of drainage connections to a development is subject to licencing (with Thames Water) that is subject to entirely separate consideration under other legislation and, as such, is not a matter for direct and technical consideration by the Council with a planning application. Nevertheless, adopted Local Plan Policy NE8 (Sustainable Drainage Systems) requires that developments include the implementation of integrated and maintainable Sustainable Urban Drainage Systems (SUDS) in all flood zones for both brownfield and greenfield sites. For Green field developments, the peak run-off rate/volume from the development to any drain, sewer, or surface water body for the 1 in 1 year and 1 in 100 years must not exceed the greenfield run off rate for the same event. For brownfield sites, the peak run-off rate/ volume from the development shall be as close as reasonably practicable to the greenfield run-off event.

The site is located within Flood Zone 1 and, as such, fluvial flood risk is considered to be low. The proposal seeks to utilise SUDs to manage surface water run-off emanating on site. Infiltration testing has been undertaken that has indicated low infiltration rates. As a result it is proposed to discharge surface water into the existing sewer network, as amended in May 2025, into the Farnborough Road public surface water drainage system. To provide betterment on pre-existing site run-off conditions, it is proposed to install a SUDS system on site that would incorporate both a pond, an attenuation basins and underground tank capacity to provide water storage capacity. The SUDS drain system has been designed to accommodate runoff from all storm events up to and including a 1 in 100 year + 40% climate change storm event and

discharge at a maximum rate of 10.4l/s into the existing drainage network that would serving the site. The pre-development peak runoff rates for the site have been calculated as 20.9l/s and the maximum discharge from the proposed development has been set at 10.4l/s, offering 50% betterment when compared against the existing unrestricting surface water discharge. Accordingly it is considered that the proposed development would provide benefits in terms surface water drainage control downstream of the site.

It is not known whether events of flooding of the road in the vicinity of the Henry Tyndale School reported by some objectors has anything to do with surface water emanating from the application site. However, if it is, the SUDS drainage scheme for the proposed development has been designed to control run-off volumes from the site that would make flash flooding away from the site less likely. Nevertheless, it is entirely possible that the road flooding in the vicinity of Henry Tyndale School could, instead, simply be an existing highway maintenance issue. In which case it would be a matter to be resolved by the Highway and/or the Drainage Authorities independent of the proposed development and this would not be a matter that the applicants for the proposed development would be at all obliged to address.

Whilst the technical details/specification of a proposed SUDS drainage installation are the subject of separate consideration and licence approval by Thames Water, it is considered that the proposed drainage scheme as submitted in amended form in May 2025 is feasible, credible and acceptable in principle and would deliver an improvement on the existing site drainage situation, thereby meeting the objectives of Local Plan Policy NE8. HCC as the Lead Local Flood Authority has raised no objections as a result.

In the circumstances, subject to the imposition of an appropriately-worded condition to require the installation of the indicated SUDS drainage system, it is considered that the proposals would meet the requirements of adopted Local Plan Policy NE8.

9. Impacts on Wildlife & Biodiversity Net Gain -

Thames Basin Heaths Special Protection Area : The European Court of Justice judgement in 'People Over Wind, Peter Sweetman v Coillte Teoranta C-323/17' in April 2018 established the legal principle that a full appropriate assessment (AA) must be carried out for all planning applications involving a net gain in residential units in areas affected by the Thames Basin Heaths SPA, and that this process cannot take into account any proposed measures to mitigate any likely impact at the assessment stage. This process, culminating in the Council's Appropriate Assessment of the proposals, is overall described as Habitats Regulation Assessment (HRA).

Undertaking the HRA process is the responsibility of the decision maker (in this case, Rushmoor Borough Council) as the 'Competent Authority' for the purposes of the Habitats Regulations. The following paragraphs comprise the Council's HRA in this case:-

HRA Screening Assessment under Regulation 63(1)(a) of the Habitats Regulations : The Thames Basin Heaths SPA is designated under the E.C Birds Directive for its lowland heathland bird populations. The site supports important breeding bird populations, especially Nightjar *Caprimulgus europaeus* and Woodlark *Lullula arborea*, both of which nest on the ground, often at the woodland/heathland edge; and Dartford Warbler *Sylvia undata*, which often nests in gorse *Ulex* sp. Scattered trees and scrub are used for roosting.

Heathland is prone to nitrogen deposition due to increases in Nitrogen Oxide. Calculations undertaken for the Rushmoor Borough Council Local Plan found that there will be no in-combination impacts on the habitats as a result of development in the Local Plan, including an

allowance for 'windfall' housing developments. However within the screening process it will need to be ascertained whether development outside the Local Plan within 200m of the SPA will increase vehicle movements to above 1000 extra trips/day or exceed the Minimum Critical Load by over 1% either alone or in-combination with the Local Plan.

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

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

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

It is considered that there is sufficient information available with the planning application provided by the applicants with which the Council can undertake the HRA process. In this case the proposed development involves the creation of 20 new general needs residential units within the Farnborough urban area. As such, the proposed development is located within the 5km zone of influence of the SPA but outside the 400-metre exclusion zone. The proposed development is neither connected to, nor necessary to the management of, the Thames Basin Heaths SPA. Furthermore, the proposed development would not result in a net increase in traffic movements in excess of 1000 vehicular movements per day in proximity to the SPA.

All new housing development within 5 km of any part of the Thames Basin Heaths SPA, of which the current proposals would make a contribution, is considered to contribute towards an impact on the integrity and nature conservation interests of the SPA. This is as a result of increased recreation disturbance in combination with other housing development in the vicinity of the Thames Basin Heaths SPA. Current and emerging future Development Plan documents for the area set out the scale and distribution of new housebuilding in the area up to 2032. A significant quantity of new housing development also results from 'windfall' sites, i.e. sites that are not identified and allocated within Development Plans. There are, therefore, clearly other plans or projects for new residential development that would, together with the proposals the subject of the current planning application, have an 'in-combination' effect on the SPA. On this basis it is clear that the proposals would be likely to lead to a significant effect on European site (i.e. the Thames Basin Heaths SPA) integrity.

Appropriate Assessment under Regulation 63(1) of the Habitats Regulations : If there are any potential significant impacts upon the Thames Basin Heaths SPA, the applicant must suggest avoidance and/or mitigation measures to allow an Appropriate Assessment to be made. The Applicant must also provide details that demonstrate any long term management, maintenance and funding of any such solution.

The project the subject of the current planning application being assessed would result in a

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

Rushmoor Borough Council formally adopted the latest version of the Thames Basin Heaths SPA Avoidance & Mitigation Strategy (AMS) in 2021. The AMS provides a strategic solution to ensure the requirements of the Habitats Regulations are met with regard to the in-combination effects of increased recreational pressure on the Thames Basin Heaths SPA arising from new residential development. This Strategy is a partnership approach to addressing the issue that has been endorsed by Natural England.

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

In order to meet the requirements of Policy NE1 and the AMS applicants must:-
secure an allocation of SPA mitigation capacity from either the Council's SANGS schemes, or from another source acceptable to Natural England and to the Council; and
secure the appropriate SANG and/or SAMM in perpetuity by making the requisite financial contribution(s) by entering into a satisfactory s106 Planning Obligation that requires the payment of the contribution(s) upon the first implementation of the proposed development.

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

In this case the applicants have been provided with an allocation of SANGS capacity from the Southwood Country Park SANGS scheme sufficient for the 20 new dwelling units proposed, which would cost the applicants £201,462.00. Furthermore, the applicants are also seeking to secure a financial contribution of £19,931.00 towards SAMM. Both would be secured by way of a s106 planning obligation to be submitted to the Council requiring payment of these SPA financial contributions upon the implementation of the proposed development.

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

On-Site Protected species :

Bats: All species of bat and their roosts are protected under Schedule 2 of the Conservation of Habitats and Species Regulations 2017, as amended. They are afforded additional protection under the Wildlife and Countryside Act 1981, making it an offence to kill, injure or disturb an individual; damage, destroy or obstruct access to a breeding site or resting place

of that individual. Destruction of a bat roost is an offence, regardless of whether a bat is present at the time of roost removal. The Local Planning Authority has a legal duty under Regulation 9(3) of the Conservation of Habitats and Species Regulations 2017 which requires that *“a competent authority in exercising any of its functions, must have regard to the requirements of the Directives so far as they may be affected by the exercise of those function”*.

With the exception of the listed Kitchen Garden Wall, the development proposes demolition of all existing built structures within the application site. These existing buildings, which are vacant and unused, feature loft voids, roof tiles and soffits, all features which are known to be favoured by bats for roosting. Further, the application site is also well connected with suitable bat foraging and commuting habitat within the local landscape, such that it is considered likely that a population of bats would be present locally and a reasonable likelihood that bats will be actively roosting at the development site.

Accordingly, the applicants have been required to undertake various ecological surveys of the site following best ecological practice. In this respect a Bat Emergence Survey by Wychwood Environmental Ltd. has identified a night roost for bats in the La Fosse House building. Accordingly, irrespective of Planning considerations, the developer will be required to seek a licence from Natural England for the demolition of this building together with observing any mitigations that NE consider necessary. In this respect the Emergence Survey report advises that mitigation in the form of the provision of an alternative roosting opportunity be provided within a roof void in the development, along with bat boxes outside given the presence of bats around the site. The report also recommends a sensitive lighting scheme for the development, given the presence of bats within the site. A Planning condition requiring a Sensitive Lighting Management Plan can be imposed to achieve this albeit this may well duplicate mitigation measures that NE would require.

The LPA must consider the likelihood of NE granting a licence before granting planning permission. This comprises three tests: that the proposed development is in the public interest; that there is no satisfactory alternative that will cause less harm to the species; and that the development does not harm the long term conservation status of the species. In these respects it is considered that there is no satisfactory alternative that would cause less harm to the species, as a viable proposal that would retain the existing La Fosse building has not been forthcoming and, indeed, most unlikely, and the development, by providing additional residential units and an affordable housing financial contribution, is clearly in the public interest. The mitigations that are proposed are not considered to result in harm to the long term conservation status of the species. As a result, it is considered reasonably likely that Natural England would grant a licence if one was required.

The Council's Ecology Officer has also recommended that Sensitive Lighting Management Plan (SLMP) for the development be secured by condition. The proposed development is in a landscape that includes and is connected to, suitable habitat for foraging and commuting; and the survey report identified 5 bat species present locally. These nocturnal species are sensitive to any increase in artificial lighting of their roosting and foraging places and commuting routes. Street lighting is present at the boundaries of the development site, but the majority of the development site is currently unlit. Para.180 of the National Planning Policy Framework states that planning policies and decisions should “limit the impact of light pollution from artificial light on ... dark landscapes and nature conservation”. A SLMP would set out the means and measures by which the proposed development would result in no net increase in external artificial lighting within the primary bat foraging and commuting routes across the development site. Given the sensitivity of the site in heritage terms it is considered that a SLMP would be appropriate for this reason also.

Other Protected Wildlife Species : Updated Ecological Survey information has been submitted with the application as a result of further surveys undertaken in 2024, which build upon previous surveys and reports produced for the 2023 application; and also undertaken in 2021 and 2016. was conducted on the site in January 2023. The updated ecology survey recommends pre-construction/site clearance surveys be undertaken by a suitably qualified ecologist, along with timings for development to avoid disturbance to nesting birds and reptiles. These requirements have been secure by condition.

Subject to conditions, it is considered that the proposal would not conflict with adopted Local Plan Policy NE4.

Biodiversity Net Gain : The Environment Act 2021 has introduced a statutory basis for securing measurable net gains for biodiversity, requiring a 10% minimum uplift post-development. Whilst this came into formal effect in early 2024, the Council applied the impending BNG requirements before then and would have applied them to the 2023 scheme with conditions had this application not been refused. However it is now necessary for the current application to consider BNG on a formal statutory footing.

The Biodiversity Net Gain Report and supporting DEFRA Biodiversity Metric Calculation tool submitted with the current application calculates that the development will result in an above 10% net gain in biodiversity units as a result of development. It is proposed that the biodiversity creation/enhancement in this respect be solely provided on site. The Ecology Officer confirms that the BNG submissions are appropriate in scope and methodology. Furthermore, since some of the proposed habitat creation is of medium distinctiveness this is significant and, as such, it will be necessary to secure the BNG with a s106 to be retained for a minimum of 30 years. The s106 Agreement would also secure the necessary Habitat Management & Monitoring Plan and appropriate commuted BNG Administration & Monitoring fee.

Subject to the completion of a satisfactory s106 Agreement in these respects it is considered that the proposed development would satisfactorily address its BNG obligations and be acceptable having regard to adopted Local Plan Policy NE4.

10. Public Open Space –

The Rushmoor Local Plan seeks to ensure that adequate public open space (POS) provision is made to cater for future residents in connection with new residential developments. Policy DE6 allows provision to be made on the site, or in appropriate circumstances, a contribution to be made towards upgrading POS facilities nearby.

This is a circumstance where a contribution (in this case the Parks Development Officer identifies a POS project requiring £55,979.20 towards the off-site provision of public open space (comprising playground refurbishment/renewal at Prince Charles Crescent, Farnborough OR Rectory Road Recreation Ground, Farnborough; OR landscaping and general infrastructure improvements at Rectory Road Recreation Ground, Farnborough OR Ship Lane Cemetery, Farnborough; OR General infrastructure improvements at Ship Lane Cemetery, Farnborough) secured by way of a s106 Planning Agreement would be appropriate and which the applicant is in the process of completing. Subject to the completion of this Agreement the proposal is considered to be acceptable within the terms of Local Plan Policy DE6.

Other Issues –

Access for People with Disabilities : It is considered that there is no reason why the

proposed development would be unable to provide adequate access for people with disabilities in accordance with the Building Regulations. In the circumstances it is considered that adequate facilities would be provided for people with disabilities using the proposed development.

Sustainability : It is indicated that the scheme would meet appropriate energy efficiency and other sustainability requirements. Criterion b. of Policy DE1 requires new developments 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”*. Criterion n. then requires that *“All development proposals will demonstrate how they will incorporate sustainable construction standards and techniques.”* Local Plan Policy DE4 also requires “all new homes to meet the water efficiency standards of 110 litres/person/day to be achieved by compliance with the Building Regulations” and there is also a lower water consumption efficiency standard available under the Building Regulations where a planning condition is imposed to require it. Specific planning conditions are recommended to secure water efficiency measures and provision of EV charging points.

Conclusions -

The proposals are considered to have satisfactorily overcome the reasons for refusal of the 2023. The proposals are considered acceptable in principle; would have no material and harmful impact upon the overall visual character and appearance of the area or upon Heritage Assets; would have no material and adverse impact on neighbours; would provide an acceptable living environment; and would not result in harm to protected species, and subject to formal confirmation that Hampshire Highways do not object to the proposals; and, subject to financial contributions being secured in respect of Special Protection Area mitigation & avoidance and Public Open Space with a s106 Planning Obligation, the proposals would have no significant impact upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area; and appropriately address the Council's adopted Local Plan Policy DE6 concerning Public Open Space. The proposals are therefore considered to be acceptable having regard to the criteria of Policies IN2 (Transport), HE1 (Heritage), HE2 (Demolition of a Heritage Asset), 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 and Recreation), DE10 (Pollution), LN1 (Housing Mix), LN2 (Affordable Housing), NE1 (Thames Basin Heaths Special Protection Area), NE3 (Trees and Landscaping), NE4 (Biodiversity), NE8 (Sustainable Drainage Systems).

Full Recommendations

A. Planning Application 24/00748/FULPP :

It is recommended that, **SUBJECT** to the completion of a satisfactory s106 Legal Agreement by 30th September 2025, or any subsequent extension of time for determination of the application that may be agreed, to secure the following:-

- (a) £221,393.00 towards SPA avoidance and mitigation and access management at Southwood Country Park SANG mitigation scheme (comprising £201,462.00 SANG contribution & £19,931.00 SAMM contribution);
- (b) £55,979.20 towards the off-site provision of public open space comprising Playground refurbishment/renewal at Prince Charles Crescent, Farnborough OR Rectory Road Recreation Ground, Farnborough; OR Landscaping and general infrastructure

improvements at Rectory Road Recreation Ground, Farnborough OR Ship Lane Cemetery, Farnborough; OR General infrastructure improvements at Ship Lane Cemetery, Farnborough;

- (c) £254,443.50 off-site Affordable Housing financial contribution in lieu of actual on-site affordable housing provision;
- (d) requirements for the management and monitoring of the on-site biodiversity improvements to be provided with the proposed development for a minimum period of 30 years, including provision of an appropriate BNG monitoring fee (£12,777.59); and
- (e) the appropriate s106 Administration & Monitoring fee (£30,000)

the Executive Head of Property and Growth in consultation with the Chairman be authorised to **GRANT** planning permission subject to the following conditions and informatives:-

However, in the event that a satisfactory s106 Agreement is not completed by 30th September 2025 and no Extension of Time has been agreed, the Executive Head of Property and Growth, in consultation with the Chairman, be authorised to refuse planning permission on the grounds that the proposal does not secure SPA, POS and Affordable Housing financial contributions an also statutory biodiversity net gain measures contrary to adopted Local Plan Policies and Government Planning Policy and Practice Guidance.

Conditions

1. The development hereby permitted shall be begun before the expiration of one year from the date of this permission.

Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, to reflect the objectives of the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy as amended August 2019 and to accord with the resolution of Rushmoor's Cabinet on 17 June 2014 in respect of Planning Report no PLN1420.

2. The permission hereby granted shall be carried out in accordance with the following approved drawings and documents: 21-3634-01-LP100 (Site Location Plan); 21-J3634-01-101 (Proposed Site Plan); 21-J3634-02-101 (Plots 1-3 : Elevations & Floorplans); 21-J3634-02-102 (Plots 4 & 5 : Elevations & Floorplans); 21-J3634-02-103 (Plots 6 & 7 : Elevations & Floorplans); 21-J3634-02-104 (Plots 8 & 9 : Elevations & Floorplans); 21-J3634-02-105 (Plots 10 & 11 : Elevations & Floorplans); 21-J3634-02-106 (Plots 12, 13 & 14 : Elevations & Floorplans); 21-J3634-02-107 (Plots 15-20 : Elevations & Floorplans); 21-J3634-05-101 (Site Sections A-A & B-B); Woolf Bond Summary Note (Dec 2024); Ascot Design Design & Access Statement (Dec 2024) and Accommodation Schedule; Woolf Bond Planning Statement (Dec 2024); iTransport Transport Statement (Dec 2024); MJA Consulting Addendum to Flood Risk Assessment & Development Drainage Strategy (Rev. D : May 2025) and Appendices; TGA Tree Survey (25/11/2022) and & Arboricultural Impact Assessment incorporating Tree Survey Plan TGA.2506-TSP.001 & Tree Protection Plan TGA.2506.TPP.002A; WE Ecological Appraisal Report (Dec 2024); Arbtech Bat Emergence Survey (03/09/2024); FPCR Biodiversity Net Gain Report (Dec 2024) and Statutory BNG Metric spreadsheet; Turner Morum Viability Assessment Report (19/12/2024) and Appendices; Blue Sky Sustainability & Energy Statement (Dec 2024). Heritage Submissions: 21-J3634-05-102 (Demolition Plan); and 21-J3634-05-103 (Wall Removal & Replacement Plan); HCUK Group Heritage Impact

Assessment (Dec 2024); Stone Rose Condition Report to Listed Wall Garden Rev.A; Stone Rose Method Statement; Stone Rose Estimate of Costs : External Wall Repairs to Listed Walls (04/11/2024); Stone Rose Method Statement : protection of listed brick wall during construction on site.

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

Samples of materials

3. Construction of the following elements of the development hereby approved shall not start until a schedule and/or samples of the materials to be used in them have been submitted to, and approved in writing by, the Local Planning Authority. Those elements of the development shall be carried out using the materials so approved and thereafter retained:
External walls;
Roofing;
Fenestration & Doors;
Rainwater Goods;
All ground surfacing materials; and
All Means of enclosure.

Reason - To ensure satisfactory external appearance

Archaeological method statement

4. No demolition or excavation shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing for the area of land within the Kitchen Garden Wall. For the land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.:
 - (a) The WSI shall include a review of documentary evidence regarding the walled garden and its use to determine the extent of available information on its development and use to determine if any archaeological fieldwork is necessary.
 - (b) Details of a phased programme of archaeological works, including initial on-site evaluative fieldwork, if needed, to determine the extent of archaeological remains within the walled garden.
 - (c) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: In the interest of heritage assets.

Repairs to the Curtilage Listed Wall

5. Prior to the first occupation of any of the residential units, the repairs to the Curtilage Listed Wall shall be carried out in accordance with the methods and scope as set out within the following approved documents: Stone Rose Condition Report to Listed Wall Garden Rev.A; Stone Rose Method Statement; Stone Rose Estimate of Costs : External Wall Repairs to Listed Walls (04/11/2024); Stone Rose Method Statement : protection

of listed brick wall during construction on site.

Reason: In the interest of preserving and enhancing Heritage Assets.

Demolition and rebuilding of the Curtilage Listed Wall

6. The demolition and replacement of the section of the Curtilage Listed Wall must be carried out solely in accordance with the following approved plans, reports and specifications : 21-J3634-05-102 (Demolition Plan); and 21-J3634-05-103 (Wall Removal & Replacement Plan); HCUK Group Heritage Impact Assessment (Dec 2024); Stone Rose Condition Report to Listed Wall Garden Rev.A; Stone Rose Method Statement; Stone Rose Estimate of Costs : External Wall Repairs to Listed Walls (04/11/2024); Stone Rose Method Statement : protection of listed brick wall during construction on site.

Reason: In the interest of preserving and enhancing Heritage Assets

Parking

7. The development hereby approved shall not be occupied until the off-street parking and facilities shown on the approved plans have been completed and made ready for use by the occupiers. The parking and turning facilities shall be thereafter retained solely for parking and turning purposes. For the avoidance of doubt the parking spaces and turning facilities shall not be used for the parking/storage of boats, caravans or trailers. *

Reason - To preserve the amenities of the neighbourhood and ensure the provision of adequate residential parking facilities; and to ensure that vehicles parked on the site are able to enter and leave in forward gear.

Bin and Cycle Storage

8. Prior to occupation of any part of the development hereby approved, suitable means of enclosure of refuse bin storage areas shall be installed (which, where appropriate, shall include facilities for the storage of wheelie bins,) in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and retained in accordance with the details so approved.

Bicycle storage shall be provided in the sheds shown to be provided in the rear gardens of the dwellings hereby permitted.

Reason - To safeguard the amenities of the area. *

External Lighting Details/Justification

9. Prior to first occupation of the development hereby approved details of all external lighting to be installed within the site and/or on the exterior of the dwellings hereby permitted including the design, position, orientation and any screening of the lighting shall be submitted to and approved by the Local Planning Authority. The submitted details shall indicate the purpose/requirement for the lighting proposed and specify the intensity, spread of illumination and means of controlling the spread of illumination (where appropriate). The external lighting proposals as may subsequently be approved shall be implemented solely in accordance with the approved details and retained

thereafter solely as such unless otherwise first agreed in writing by the Local Planning Authority. With the exception of lighting identified and agreed as being necessarily required solely for maintaining the security of the site/building during night-time hours, no other external lighting shall be used/operated during night-time hours (2300 to 0700 hours daily) unless otherwise first agreed in writing by the Local Planning Authority.

Reason - In the interests of the amenities of nearby residential properties; and to ensure that there is no inappropriate or unnecessary use of lighting at the site in the interests of visual and residential amenity, heritage considerations, sustainability, ecology and biodiversity.

Replacement bat roost

10. Prior to the first occupation of development, the replacement roosting opportunity and two woodcrete bat boxes shall be provided within the application site as set out within the approved Arbtech Bat Emergence Survey (03/092024). These mitigations shall be retained for the lifetime of the development hereby approved.

Reason: In the interest of mitigating harm to protected species.

11. The demolition of La Fosse House shall not in any circumstance commence unless the Local Planning Authority has been provided with either
 - a) A licence issued by Natural England pursuant to Regulation 55 of Conservation of Habitats and Species Regulations 2017, as amended authorising the specified activity / development to go ahead; or
 - b) A statement in writing from Natural England to the effect that it does not consider that the specified activity / development will require a licence

Reason: To ensure compliance with protected species legislation.

Ecological mitigation

12. The site clearance and preparation shall be carried out in accordance with the ecological mitigation and methodology as set out within the WE Ecological Appraisal Report (Dec 2024).

Reason: In the interest of mitigating harm to protected species

Sustainability : Water Efficiency

13. All residential units hereby permitted shall be designed to meet the water efficiency standard of 110 litres/person/day. This shall on completion be confirmed by the submission to the Local Planning Authority of a post-construction BREEAM certificate.

Reason – To manage water consumption efficiently consistent with the requirements of Policy DE4 of the adopted Rushmoor Local Plan (2014-2032) and the advice in NPPF Paragraph 154

Permitted Development Rights Removed

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England), Order 2015 (or any Order revoking and re-enacting that Order), no development falling within Classes A, B, C, D, E and F of Part 1; or Class A of Part 2

of Schedule 2 shall be carried out without the prior permission of the Local Planning Authority.

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

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 1995, (or any Order revoking and re-enacting that Order), no additional windows, doors or openings of any kind shall be inserted in the upper floor elevations or roofs of the development hereby permitted.

Reason - To protect the amenities of neighbouring residential properties.

Tree protection

15. The existing trees and hedges on and adjoining the application site which are to be retained shall be adequately protected from damage during site clearance and works in accordance in accordance with the recommendations set out within the following reports; TGA Tree Survey (25/11/2022) and & Arboricultural Impact Assessment incorporating Tree Survey Plan TGA.2506-TSP.001 & Tree Protection Plan TGA.2506.TPP.002A. For the avoidance of doubt, with the exception of any trees specifically shown on the approved plans to be felled, or as may be otherwise agreed in writing by the Local Planning Authority, no tree, or hedge within the application site shall be lopped, topped, felled, destroyed or damaged. Furthermore, No building materials shall be stored during the construction period within the rooting zone of any trees shown to be retained on or adjoining the application site.

Reason - To preserve the amenity value of the retained tree(s) and shrubs.*

Unforeseen Ground Contamination

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

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

Reason – To ensure that the site is safe for the development permitted and in the interests of amenity and pollution prevention; and also at the request of the Environment Agency.

Acoustic Protection

17. The development hereby approved shall not be occupied until measures to protect buildings (and garden areas) of Plots 15-17 inclusive from traffic or other external noise have been implemented in accordance with a scheme of mitigation which has been first

submitted to and approved in writing by the Local Planning Authority.

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

No Overhead Servicing

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

Reason - In the interests of visual amenity.

Demolition/ Construction Hours

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

Reason - To protect the amenities of neighbouring properties in the vicinity.

Levels

20. No works of construction of the dwellings hereby approved shall start until plans showing details of the existing and proposed ground levels, proposed finished floor levels, levels of any paths, drives and parking areas and the height of any retaining walls within the application site have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed and retained in accordance with the details so approved.

Reason - To ensure a satisfactory form of development. *

CETMP

21. Prior to the commencement of the development, there shall be submitted to and approved in writing by the Local Planning Authority a Construction Environmental & Traffic Management Plan (CETMP). The Construction Environmental & Traffic Management Plan shall include as appropriate scaled drawings illustrating the provision for :-
- a. responsibility(ies) for the implementation and operation of the CETMP;
 - b. the parking of vehicles of site operatives and visitors;
 - c. management of construction traffic and access routes;
 - d. loading and unloading of plant and materials;
 - e. storage of plant and materials used in constructing the development;
 - f. details and location(s) of temporary site accommodation;
 - g. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - h. wheel washing facilities;
 - i. measures to control the emission of dust, dirt and other emissions during construction;
 - j. a scheme for recycling/disposing of waste resulting from demolition and construction works;

- k. measures to minimise noise and vibrations during construction and demolition;
- l. measures to ensure/maintain vehicular and pedestrian access to any adjoining and nearby properties at all times during the demolition and construction period; and
- m. communication with the neighbours/local community to deal with any issues that arise as a result of the construction period.

The Construction Environmental & Traffic Management Plan shall be adhered to as so approved by the Local Planning Authority for the duration of the construction works.

Reason - To ensure that the proposal does not result in harm to highway network.

Surface Water Drainage

22. Notwithstanding the drainage scheme details submitted with the application, no construction works pursuant to this permission shall take place until a detailed surface water drainage scheme for the site, based on the principles within the Proposed Amended Drainage Strategy received May 2025, has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:-
- a. A technical summary highlighting any changes to the design from that within the Flood Risk Assessment hereby approved and including justification for all discharge rates.
 - b. Infiltration test results undertaken in accordance with BRE365 and providing a representative assessment of those locations where infiltration features are proposed.
 - c. Detailed drainage layout drawings at an identified scale indicating catchment areas, referenced drainage features, manhole cover and invert levels and pipe diameters, lengths and gradients.
 - d. Detailed hydraulic calculations for all rainfall events, including the listed below. The hydraulic calculations should take into account the connectivity of the entire drainage features including the discharge location. The results should include design and simulation criteria, network design and result tables, manholes schedule tables and summary of critical result by maximum level during the 1 in 1, 1 in 30 and 1 in 100 (plus an allowance for climate change) rainfall events. The drainage features should have the same reference that the submitted drainage layout.

Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings. The submitted details shall include:-

- a. Maintenance schedules for each drainage feature type and ownership.
- b. Details of protection measures.

The condition of the existing sewer that will take surface water from the development site should be investigated before any connection is made. If necessary, improvement to its condition as reparation, remediation, restitution and replacement should be undertaken. Evidence that the Asset Owner has agreed to the proposed connection and discharge rate should be submitted to the Local Planning Authority before any such connection is made.

Such details as may be approved shall be implemented in full prior to the first occupation of the new dwellings and retained in perpetuity.

Reason - To ensure no adverse flooding impacts resulting from the development; and to

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

Surface Water Drainage Management Plan

23. Prior to the occupation of the development hereby approved, a management plan for the upkeep of the drainage system hereby approved including the attenuation pond shall be submitted to and approved in writing by the Local Planning Authority. The approved maintenance shall thereafter be carried out for the lifetime of the development.

Reason: To ensure no adverse flooding impacts resulting from the development.

Means of access

24. Before the development is brought into use, the means of vehicular access to the site from Ship Lane (x2) and Farnborough Road hereby permitted shall be constructed in strict accordance with the approved plans and so retained thereafter; and no structure, erection or planting exceeding 0.6m in height shall thereafter be placed within the visibility splays shown on the approved plans.

Any existing means of access or part thereof not incorporated within the approved vehicular access arrangements hereby permitted shall be permanently closed as soon as the new means of access has been constructed and brought into use. A footway/verge shall be provided and the kerbs raised in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development.

Reason - In the interest of highway and pedestrian safety.*

Reason: To ensure suitable access and layout in the interests of highway safety; and to provide and maintain adequate visibility in the interests of highway safety.

Biodiversity and planting

25. All planting, seeding or turfing comprised in the approved details (Landscape & Ecological Management Plan' by FPCR dated August 2023, Biodiversity Net Gain report August 2023 by FPCR, 'Biodiversity Metric 3.1 Calculation Tool '; of landscaping and associated biodiversity enhancements shall be carried out in the first planting and seeding season following the occupation of the buildings or the practical completion of the development, whichever is the sooner and shall be so retained.

Reason -To ensure the development makes an adequate contribution to visual amenity and does not result in the net loss of Biodiversity.

26. The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP)], prepared in accordance with the approved Biodiversity Gain Plan and including:
- (a) a non-technical summary;
 - (b) the roles and responsibilities of the people or organisation(s) delivering the [HMMP];
 - (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 - (d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
- Drafting Note: local authorities may wish to agree an informative specifying the meaning

of "the completion of development".

(e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority,

And has been submitted to, and approved in writing by, the Local Planning Authority.

Reason - In the interests of safeguarding protected wildlife species from harm and disturbance; and to comply with the requirements of the NPPF and Local Plan Policy NE4. *

27. The occupation and use of the development hereby permitted shall not commence until a Sensitive Lighting Management Plan (SLMP) has been submitted to and approved in writing by the Local Planning Authority in accordance with industry best practice guidance in respect of all external lighting. The SLMP shall:

(a) be designed to ensure that light spillage, glare, skyglow and ecological impact are minimised;

(b) identify the areas or features on the site that are particularly sensitive for bats and identify the aspects of the development that would be likely to cause disturbance in or around the breeding sites and resting places of these species or along important routes used to access key areas of their territory, for example for foraging and commuting; and

(c) show how and where all the proposed external lighting will be installed and demonstrate (through the provision of appropriate lighting plans and technical specifications) that those areas to be lit will not disturb or prevent the above species using their territory or gaining access to their breeding sites, resting places and foraging areas.

The SLMP as may be approved shall be implemented in full in accordance with the specifications and locations set out and retained as required thereafter at all times. No other external lighting shall be installed without prior express consent from the Local Planning Authority.

No external lighting, with the exception of lighting identified to be required solely and specifically justified for security purposes, shall be used between 2300 hours and 0800 hours.

Reason - To ensure that there is no inappropriate or unnecessary use of lighting at the site in the interests of the character and appearance of the area; and to ensure the protection of wildlife in the interests of nature conservation in accordance with the National Planning Policy Framework. *

BNG Deemed Condition

28. Development may not be begun unless:

(a) a Biodiversity Gain Plan has been submitted to the planning authority; and

(b) The planning authority has approved the plan.

The Biodiversity Gain Plan must include the following :

(a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;

(b) the pre-development biodiversity value of the onsite habitat;

(c) the post-development biodiversity value of the onsite habitat;

(d) any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;

(e) any biodiversity credits purchased for the development; and

(f) any such other matters as the Secretary of State may by regulations specify.

Reason – as required by statute by the Biodiversity Regulations 2021.

Informatives

1 INFORMATIVE - The Council has granted permission because:-

The proposals are considered to have satisfactorily overcome the reasons for refusal of the 2023. The proposals are considered acceptable in principle; would have no material and harmful impact upon the overall visual character and appearance of the area or upon Heritage Assets; would have no material and adverse impact on neighbours; would provide an acceptable living environment; and would not result in harm to protected species, and subject to formal confirmation that Hampshire Highways do not object to the proposals; and, subject to financial contributions being secured in respect of Special Protection Area mitigation & avoidance and Public Open Space with a s106 Planning Obligation, the proposals would have no significant impact upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area; and appropriately address the Council's adopted Local Plan Policy DE6 concerning Public Open Space. The proposals are therefore considered to be acceptable having regard to the criteria of Policies IN2 (Transport), HE1 (Heritage), HE2 (Demolition of a Heritage Asset), 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 and Recreation), DE10 (Pollution), LN1 (Housing Mix), LN2 (Affordable Housing), NE1 (Thames Basin Heaths Special Protection Area), NE3 (Trees and Landscaping), NE4 (Biodiversity), NE8 (Sustainable Drainage Systems).

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

- 2 INFORMATIVE - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).**
- 3 INFORMATIVE - Your attention is specifically drawn to the conditions marked *. These condition(s) require the submission of details, information, drawings etc. to the Local Planning Authority BEFORE a certain stage is reached in the development. Failure to meet these requirements is in contravention of the terms of the permission and the Council may take enforcement action to secure compliance. As of April 2008 submissions seeking to submit details pursuant to conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.**
- 4 INFORMATIVE - The applicant is recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by:**
 - a) ensuring the design and materials to be used in the construction of the building are consistent with these aims; and
 - b) using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.

- 5 INFORMATIVE - The applicant is advised to contact the Recycling and Waste Management section at Rushmoor Borough Council on 01252 398164 with regard to providing bins for refuse and recycling. The bins should be:
- 1) provided prior to the occupation of the properties;
 - 2) compatible with the Council's collection vehicles, colour scheme and specifications;
 - 3) appropriate for the number of occupants they serve;
 - 4) fit into the development's bin storage facilities.

INFORMATIVE - This planning permission does not authorise the undertaking of any works within the public highway (carriageway, footway or verge). Any works within the public highway must be approved by S278 Agreement, details of which can be found at <https://www.hants.gov.uk/transport/developers/constructionstandards>

- 6 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Council's Environmental Health Team for advice.
- 7 INFORMATIVE - The applicant is advised that during the construction phase of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Council's Environmental Health Team.
- 8 INFORMATIVE - Measures should be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway throughout the construction period.
- 9 INFORMATIVE - It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas a dwelling should have separate connections: a) to the public foul sewer to carry waste from toilets, sinks and washing machines, etc, and b) to public surface water sewer for rainwater from roofs and surface drains. Mis-connections can have serious effects: i) If a foul sewage outlet is connected to a public surface water sewer this may result in pollution of a watercourse. ii) If a surface water outlet is connected to a public foul sewer, when a separate surface water system or soakaway exists, this may cause overloading of the public foul sewer at times of heavy rain. This can lead to sewer flooding of properties within the locality. In both instances it is an offence to make the wrong connection. Thames Water can help identify the location of the nearest appropriate public sewer and can be contacted on 0845 850 2777.
- 10 INFORMATIVE - In the UK all species of bats are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and under Schedule 2 of the conservation (Natural Habitats & c) Regulations 2004. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works would constitute an offence. If bats or signs of bats are encountered at any point during development then all works must stop immediately and you should contact Natural England.

Furthermore, since the proposed development involves the demolition of a building (La Fosse House) known from emergence surveys to contain a bat-roost the developer should contact Natural England to establish whether a licence is required to undertake the demolition work.

- 11 INFORMATIVE - Part I of the Wildlife and Countryside Act 1981 (as amended), makes it an offence to intentionally kill, injure or take any wild bird, or intentionally to damage, take or destroy its nest whilst it is being built or in use. Development activities such as vegetation or site clearance should be timed to avoid the bird nest season of March to August inclusive. If this is not possible and only small areas of dense vegetation are affected, the site should be inspected for active nests by an ecologist within 24 hours of any clearance works. If any active nests are found they should be left undisturbed with a buffer zone around them, until it can be confirmed by an ecologist that the nest is no longer in use.
- 12 INFORMATIVE - The applicant is requested to bring the conditions attached to this permission to the attention of all contractors working or delivering to the site, in particular any relating to the permitted hours of construction and demolition; and where practicable to have these conditions on display at the site entrance(s) for the duration of the works.
- 13 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.

B. Listed Building Consent Application 24/00746/FULPP :

It is recommended that, SUBJECT to the Committee approval of planning permission 24/00748/FULPP, Listed Building Consent be **GRANTED** subject to the following conditions and informatives:-

However, in the event that planning permission 24/00748/FULPP is refused, that Listed Building Consent be REFUSED

1. The works to which this application relates shall be begun before the expiration of 3 years from the date of this permission.

Reason - To comply with the requirements of the Planning (Listed Building and Conservation Areas) Act 1990 as amended.

2. The proposed works shall be carried out fully in accordance with the following plans, schedules, statements and strategies: 21-3634-01-LP100 (Site Location Plan); 21-J3634-01-101 (Proposed Site Plan); 21-J3634-05-102 (Demolition Plan); and 21-J3634-05-103 (Wall Removal & Replacement Plan); HCUK Group Heritage Impact Assessment (Dec 2024); Stone Rose Condition Report to Listed Wall Garden Rev.A; Stone Rose Method Statement; Stone Rose Estimate of Costs : External Wall Repairs to Listed Walls (04/11/2024); Stone Rose Method Statement : protection of listed brick wall during construction on site; Woolf Bond Summary Note (Dec 2024);

Reason - To safeguard the special architectural and historic character of the building.

3. The demolition and reconstruction work hereby permitted shall not start on site before a contract for the carrying out of redevelopment work that is facilitated by the works hereby approved has been made, signed and completed and planning permission has

been granted for the redevelopment for which the contract provides.

Reason- To protect the character and appearance of the Conservation Area; and to ensure that the works to the listed Kitchen Garden Wall are only undertaken if the proposed development that it would facilitate is to go ahead.

4. In the event that salvaged materials are not available for construction of the outbuildings extensions and repairs and matching or 'similar' bricks, pointing, tiles and stone is proposed, samples of those materials shall first be submitted to the Local Planning Authority for approval in writing prior to those works. This condition shall apply notwithstanding any indication as to these matters that have been given in the current application and the works shall be carried out and thereafter retained in accordance with the approved details.

Reason - In the interests of preserving the special architectural and historic interest of the listed buildings.

5. Before any work is undertaken in pursuance of this consent to demolish any part of the building takes place, such steps shall be taken and such works shall be carried out as shall, during the course of the works permitted by this consent, secure the safety and stability of the remainder of the building.

Reason - (i) To safeguard the special architectural and historic character of the building.
(ii) To preserve or enhance the character and appearance of the conservation area.

Informatives

- 1 **INFORMATIVE - REASONS FOR APPROVAL** - The Council has granted Listed Building Consent because the application has demonstrated that the proposed alterations to the curtilage listed building (Kitchen Garden Wall) would conserve its special architectural and historic interest. It is considered on balance that the loss of any historic fabric resulting from the works would represent less than substantial harm in the context of the scheme as a whole, and would be outweighed by the overall benefits of the restoration of the building. The proposed development associated with the proposed works would provide a viable future use for the building consistent with its conservation and better reveal the significance of the heritage asset to the public. The proposals are consistent with Local Plan Policy HE1 (Heritage), HE2 (Demolition of a Heritage Asset) and Section 16 (Conserving and Enhancing the Historic Environment) of The National Planning Policy Framework (NPPF) December 2024.

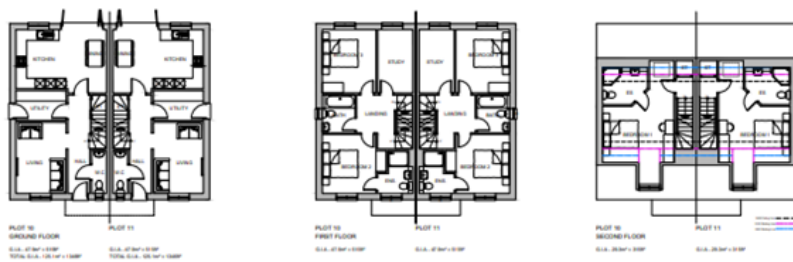
It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This assessment also includes a consideration of whether the decision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

- 2 **INFORMATIVE** - The applicant is requested to bring the conditions attached to this permission to the attention of all contractors working or delivering to the site, in particular any relating to the permitted hours of construction and demolition; and where practicable to have these conditions on display at the site entrance(s) for the duration of the works.
- 3 **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.



DATE	PROJECT	PLAN
PLANNING APPLICATION		
		
<p>ASCOT DESIGN <i>Timeless architecture</i></p> <p>400 Bishop Pk. Suite 1000, Santa Fe, NM 87505, U.S.A. Tel: 505.826.0000 Fax: 505.826.0001 www.ascotdesign.com</p>		
<p>SHIP LANE FARNBOROUGH LIMITED</p>		
<p>SHIP LANE, FARNBOROUGH, GU14 8BH</p>		
<p>PROPOSED SITE PLAN</p>		
SCALE	DATE	BY
1:500 @ A2	DEC 24	
<p>21 - J3634 - 01 - 101</p>		<p>1</p>



PLANNING APPLICATION	
	
ASCOT DESIGN <i>Timeless architecture</i>	
Ascot Design, 10000 Highway 100, Suite 200, Richmond, BC V6X 1A7 Tel: 604-273-1100 Fax: 604-273-1101 Email: info@ascotdesign.ca www.ascotdesign.ca	
SHIP LANE FARNBOROUGH LIMITED	
SHIP LANE, FARNBOROUGH, GU14 0BH	
PLOTS 10 & 11 ELEVATIONS AND FLOOR PLANS	
1:100 @ A1	DWG NO.
21-J0634-02-105	
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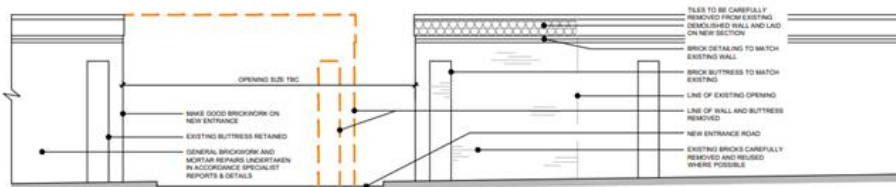
**PLOTS 15 - 20 ELEVATIONS
 & FLOOR PLANS**

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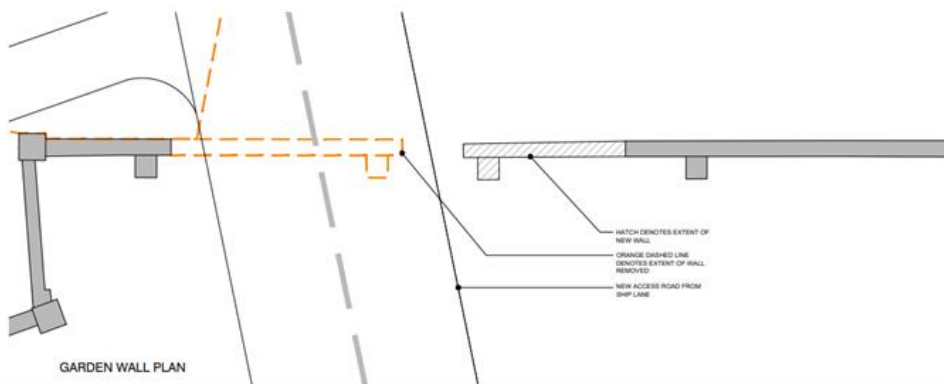
PLANNING APPLICATION		
 ASCOT DESIGN <i>Timeless architecture</i> <small>Ascot Design Ltd, Ascot House, Ascot Park, Ascot, Berkshire, SL5 7SD Tel: 01344 299220 Fax: 01344 299221 Email: info@ascotdesign.com www.ascotdesign.com</small>		
SHIP LANE FARNBOROUGH LIMITED		
SHIP LANE, FARNBOROUGH, GU14 8BH		
DEMOLITION PLAN		
Scale: 1:500 @ A2	Date: DEC 24	Sheet: 1
21 - J3634 - 05 - 102		
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GARDEN WALL ELEVATION



WALL LOCATION PLAN - NTS



GARDEN WALL PLAN



PLANNING APPLICATION		
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